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MARAUDER LETTERS

Edited By LOIS E. PARKER

July 1996 ed.
P.O. Box 1051
Columbia, Missouri 65205

(Not for Sale... for educational/research purposes)
Copy on file--B-26MHS/Archive, University of Akron,
Akron, Ohio 44325-1707.

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MARAUDER LETTERS FILE (JULY 1996 ED.)

RE THE 50TH ANNIVERSARY GALA
FOR THE MARTIN B-26 MARAUDER,
held in Baltimore, Maryland, April 18-21,
1991.

VOLUME I : Letters from Marauder Men.

VOLUME II : Letters from Family Members of Marauder men.

VOLUME III: Letters from Employees, who built the B-26, or their Family Members.

In preparation for the B-26 50th celebration, The B-26 Marauder Historical Society Board of Directors approved the expenditure for mailing a news release or letter-to-the-editor with a photo of the airplane, to newspapers in the United States. Some 7,000 pieces were mailed. The 50th General Chairman Nick Chacos of Bethesda, Maryland had selected John B. Walters of Cedar Rapids, Iowa to serve as PR Chairman for the Gala. Walters supervised the project. B-26MHS Secretary Nevin Price of Rockville, Maryland provided the mailing labels and assisted with the project.

After the story was printed in newspapers across the land, we began receiving letters from people connected in one way or another with the B-26. Many of them were people who had not been in contact with anyone associated with the aircraft since World War II was over.

These were human stories revealing some feelings, some history of what happened to a particular individual and his or her experience with the airplane. Lois Parker, wife of the B-26MHS Founder and first president, George Parker, helped screen the letters. She thought they were so valuable and interesting, and believed that they would be of special interest to Marauder men and people whose lives had been touched by the association involving this great airplane. She made up three small volumes and had them placed in a spiral binding so that they could be taken to reunions or other meetings and thus be available for anyone to review.

In this printing, the three Volumes have been placed in one spiral binding. Many more letters could be added to make this work more complete. Chairman Chacos received many letters during the preparation stages of the 50th Gala, and some of the other B-26MHS Board members have probably received letters that would be appropriate for this project. A copy of these LETTERS will be sent to B-26MHS Historian, Harry Dahlheimer, 29 William Street, Cortland, NY 13045. He may want to pursue such a project.

NOTE Some additional items, not previously included, are added in the back portion of this consolidated volume. The news release and a feature story Walters prepared for release are included.

THE B-26 MARAUDER
HISTORICAL SOCIETY LIBRARY

SAN DIEGO AEROSPACE MUSEUM

VOLUME I :

LETTERS FROM MARAUDER MEN

CREATIVE
PACKAGING
INC.

446 Hilltop Drive
Madison, Wisconsin 53711
(608) 238-7708

February 15, 1989

Mr. George Parker
P. O. Box 1051
Columbia, MO 65205

Dear Mr. Parker:

Recently I came across an article entitled "Marauder Memorial". This was purely by chance, but it made my heart glad to see that the old gal was finally getting her long overdue "place in the sun", and taking her position alongside the other great bombers of the past.

As a former B-26 pilot (left seat), attached to the 391st B.G., 575th Bomb Squadron, E.T.O., who participated in some 30 missions, including the infamous December 23, 1944 (Battle of the Bulge) mission on Arhweiler, I still carry a lot of fond memories of the lady.

I am most interested in learning more about the Society, exchanging information, and doing what I can to keep alive and furthering continued recognition of this ship and of her part in WWII. Please forward any and all such material you may have to my attention at the above address.

Thank you, in advance, for you assistance in this matter.

Sincerely yours,

W. T. Kirton

William T. Kirton
President

WTK:we

2/28/89
3/22/89 at CBT

3

3/29/89

DEAR GEORGE

ENJOYED OUR LITTLE "BRIEFING" THE OTHER A.M BUT LIKE ALL GOOD THINGS IT WAS MUCH TOO SHORT - WOULD HAVE LIKED TO HAVE STAYED A BIT LONGER BUT HAD A FEW MILES AHEAD OF ME AND HAD TO GET THE WHEELS A-TURNING I'M SURE YOU UNDERSTOOD.

GOT YOUR LETTER THE OTHER DAY - THANKS & WILL LOOK FORWARD TO THE FOLDER (BOOK) ONCE YOU GET IT XEROXED. MEMORIES ARE ALWAYS NICE TO HAVE - AND MEMORABELIA DOES TRIGGER OLD TIMER THOUGHTS

IF I CAN BE OF HELP TO THE MHS AT THIS END FEEL FREE TO CALL ON ME - I'LL HELP IF AND WHERE I CAN.

I'M SENDING THAT PRINT I TOLD YOU ABOUT UNDER SEPARATE COVER - GOING U.P.S. SO YOU CAN LOOK FOR IT IN THE NEXT WEEK OR SO

IF YOU HAVE ANYTHING ELSE OF INTEREST - WOULD BE LIKE TO SEE IT - AND OF COURSE WILL RETURN WHERE NECESSARY.

IN THE INTERIM - HAVE A GOOD 1989, AND LOOK FORWARD TO HEARING FROM YOU IN THE FUTURE

BILL KIRTON -

P.S. GOT THE 1ST MHS NEWSLETTER - THANKS - LOOKS GOOD!

4

Encs 4/5/89
Reid Re 357 Blueprint last Thursday or Friday
JMP

Bill stopped at Ramada Inn, Columbia, mo about 25 March & we had coffee in room there.

December 30, 1988

Dear Mr Parker

Unfortunately I missed the B-26 Memorial Dedication at the Air Force Museum. Although I am an avid reader of Warbirds International I must have missed the intention of the society to hold this affair. However, please send me any information relative to this organization. I was an armorer gunner on a B-26 in Europe. I belonged to the 497th squad of the 344 B.G stationed at Stanstead, England and Cormilles En Vikes, France. I flew 65 missions from Feb. 1944 to Dec. 1944 and was rotated back to U.S.A. Please supply me with the requirements to join the society.

Very truly yours
Anthony J. Paulino
8318 Crofton Lane
Pennsauken, N.J. 08109
(609) 486-0395

former S/SGT 9th air force
S/N 33550793

5

ans 1/21/89

JAN. 1, 1989

GEORGE PARKER
P. O. BOX 1051
COLUMBIA, MO 65205

DEAR MR. PARKER,

I READ WITH GREAT INTEREST THE MARAUDER MEMORIAL ARTICLE IN THE JAN/FEB, 1989 ISSUE OF AIR PROGRESS WARBIRDS. IF I MAY, I WOULD LIKE MORE INFORMATION ABOUT THE B-26 MARAUDER HISTORICAL SOCIETY AND B-26 ASSOCIATES.

I FLEW THE B-26 IN THE E.T.O. AND WAS WITH THE 322nd BOMB GROUP 449th BOMB SQUADRON, I FLEW 65 MISSIONS FROM JULY, 1944 TO MAY, 1945, INCLUDING FLYING THE FAMOUS "FLAK BAIT" ON 8 OF THESE MISSIONS. ONE OF THEM WAS MY 44th MISSION AND "FLAK BAIT'S 175th ON FEB. 22, 1945. WE BOMBED BUTZBACH AND THEN PEELED OFF AND STRAFED THE TARGET AT LOW LEVEL. BECAUSE OF LOW FUEL AND FLAK DAMAGE, I NEVER MADE IT BACK TO THE BASE AT BEAUVAIS/TILLÉ AND LANDED ON A FIGHTER STRIP JUST OVER THE RHINE RIVER WHICH WAS THE FRONT LINE AT THE TIME.

ANYWAY, ENOUGH OF THAT. I WOULD APPRECIATE ANY AND ALL INFORMATION THAT YOU COULD SEND ME AND, IF YOU ARE INTERESTED, I WOULD BE WILLING TO CONTRIBUTE WHATEVER I CAN ABOUT MY EXPERIENCES FLYING THE MARAUDER.

SINCERELY,

EDWIN PAKISH
19651 ALBION RD.
STRONGSVILLE, OH 44136
(216) 238-7574

ans 1/21/89 mp

6

16 W Estrias Lane
Palm Coast, Florida
32137

1990

Dear Mr. Parker:

Read the article you had in the News-Journal - Daytona Bch. paper. You mentioned a B-26 Marauder Historical Society. you would like to form. I was a flight Engineer on a B-26 -. We were in a Tow Target Squadron. Towed sleeves for P-47's - Gunnery school for pilots for about 14 months.

Would like to hear from you, send me details. Saw the last B-24 in February, when it flew into Daytona Regional Airport.

Look to hearing from you.

Sincerely Yours

Lt. Edwards

Nov. 16/90

Dear George:

In response to a little piece I saw in the South Boston Tribune. Relative to some sort of Gala Anniversary, (T.B-24 Marauders)

Well it took me by surprise, Because I was member of [redacted] 570 Bomb Sqd. Two years ago I met a Fella don't remember his name. He told me his group have been having reunions for quite number of years

Well he gave me an address, some place in Florida I think. It was some sort of a Society. The information I was looking for I didn't get. You know such as does the 391st Group have a reunion, ans. Yes. He asked, me if I could get him names + addresses (I couldn't.) Do you have any information relative to [redacted]

I'm interested in attending Reunion.

Martin McDonough
33 Marquand Rd
Weymouth, Mass 02188

sent 11-14-90 copy sent to Sam Lowenthal

/

10-24-90
mailed MHS
newsletter

2755 Hitching Post Dr.
Green River, Wyo 82935
Aug 17, 1990

Mr. George W. Parker
P.O. Box 1051
Columbia, Mo. 65205

Dear Mr. Parker
I saw the announcement for the B-26 Gala in the Idaho Journal of Pocatello. As a radio operator on the first flight of B-26's to cross an ocean, I would like very much to attend. I was a member of the [redacted] original [redacted] and we had our first reunion last year. The next one is planned for 1991 - though no location has been determined it must be on the East coast — maybe it could be Baltimore?
I would appreciate any information you could give me regarding the Gala — as well where to acquire history and photos of the early B-26 A and B.

Sincerely yours
Thomas W. Mitchell
#117564

9

RECEIVED 11-19-90

November 9 1990

Dear Friend:

This is one of the original B-26 Crew Chiefs of the Second Bomb Sqdn "" 22nd Bomb Gp.

I was with the a number of Crew Chiefs from five sqdns of the 22nd that was in the Accelerated service test at Patterson Field in the summer of 1941 and went from there to Ellington field Texas to take part in the manuevers in that area and then went to Savannah for manuvers with our own individual Sqdns later the same year and returning to Langley prior to the war.

I flew from Hawaii to Australia with the B-26s reassembled in Hickam field and arrived in Brisbane on April first 1942.

Well I'm interested in hearing about your plans on the event you are planning for 50th Anniversity Gala .

Sincerely

Steve Peters

Steve Peters

PS Charlee Middlebrooks , our original line Chief resides nearby in Marietta, Ga.

Ans 11-20-90 f

STEPHEN PETERS
5437 HULSEY CIRCLE
GAINESVILLE, GEORGIA 30501

10

Roland [redacted] Curtis
7820 Wire Rd. Lot 241
Zephyrhills Fla 33540

RECEIVED
11-19-1990

Nov. 9. 1990

Dear George:

I read with much interest of your B26 Marauder Society —

I was a Crew Chief WW2 & had Co-pilot training on the B26 - did it all but "take off" & land - it was fun to be up —

I am here in Florida for the Winter so don't have my dates - pictures etc - Any way I was stationed in St Lucia B.W.I. in Caribean — Our Main concern was guarding the Panama Canal - As well as a refueling stop for planes to & from Europe - There was only one plane on each base capable of Extended flite. Being Crew Chief - When the plane went I went

Any information may be sent to

Roland [redacted] Curtis
7820 Wire Rd. Lot 241
Zephyrhills Fla 33540

Thank you
Roland Curtis

11

Ans 11-21-90

RECEIVED
11-19-90

ARLAND D. RYAN
27 NEWTON AVE.
NORWICH, NEW YORK 13815

PHONE: 607-334-9398

Nov. 15, 1990

George W. Parker
P.O. Box 1051
Columbia, Mo. 65205

Dear Mr. Parker -

A small Notice "Calling all B-26 Fame" appeared in our local Paper. My Husband, Dr. Arland D. Ryon, asked me to write requesting information about the Historical Society being formed.

Dr. Ryon served in England & France as a flight surgeon with the 387th and 559th Sq.

Thank you,

Mrs. Arland D. Ryon -

Ans 11-19-90

12

Ans 9/4/90

Denver, Colo
22 Aug 1990.

Robert L. Harwell.
Membership Chairman

Dear Bob,

I should like to get on your mailing list for the B-26 Society. I flew B-26's in Boise, Idaho in Fall of 1941 and flew one of the 77th Bomb Sqdn B-26's to Alaska in Jan 1942. We also flew them in combat from June 1942 til Feb 1943 in the Aleutians. I flew the last B-26 to leave the Aleutians & flew one back to the states in Feb 1943. We were replaced by B-25's.

In March 1943 flew B-26's training crews for Europe at Barksdale Field; leaving there in Sept 1944 for a tour of duty in the South Pacific flying B-25's.

Just returned from an 11th Air Force reunion in Anchorage, Alaska. That was our Air Force when we were flying B-26's in 1942 & 43 (28th Composite Group)

Regards,
Bob Blair

13

Do you have a membership application form?

BLAIR, ROBERT W.
1280 ELM STREET
DENVER CO 80220***

Cynthiana Ky. 41031
312 E. Pleasant St
July 10, 1990

B-26 Marauder Historical Society
P.O. Box 1051
Columbia, Mo. 65205

Cynthiana, Ky

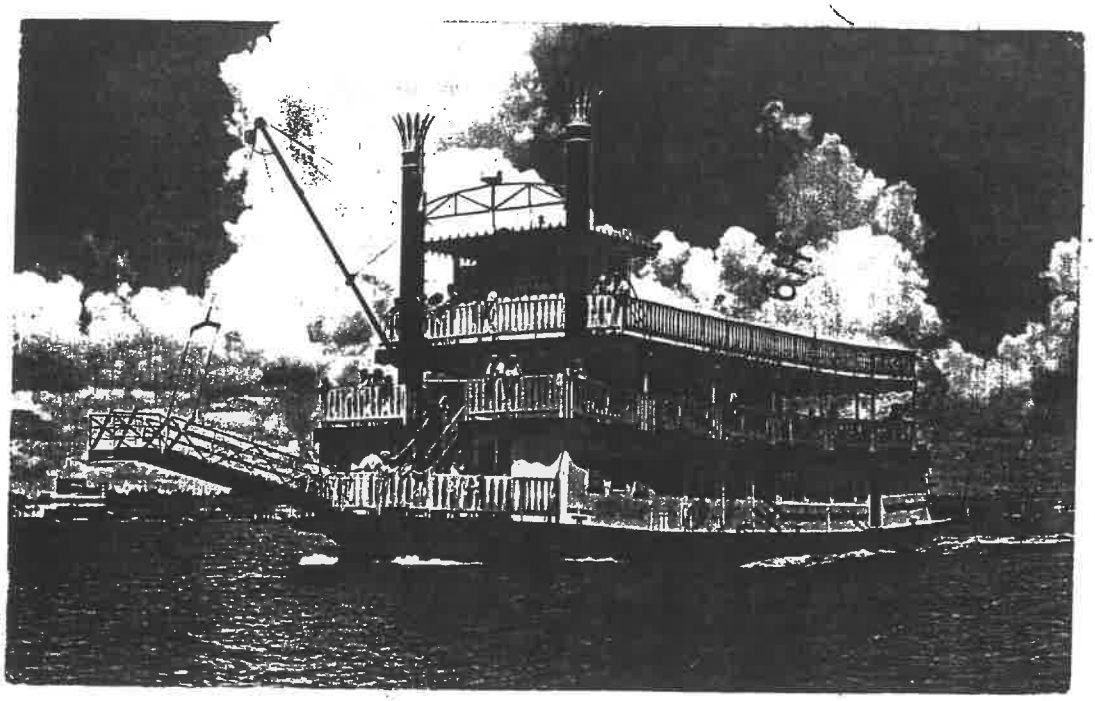
Gentlemen:

I was a WWII WASP who flew the B-26 Marauder, having trained at Dodge City, Kansas.

I understand a 50th Anniv. Celebration is planned April 1991 in Baltimore, Md. I would appreciate receiving more information on this.

Very truly,
Esther Ammerman

CJ
7/12/90



Col. & Mrs. R. E. Pulfrey
Phone 813-639-3627
270 De Lido Court
Punta Gorda, FL 33950

Step back in time aboard our paddlewheeler, while cruising the Halifax River.

29 March 1990

Please add our names to the list for the Martin B-26 Marauder convention in Baltimore in 1991. I was the Director of Flight Training at the B-26 Pilot Transition School at Dodge City, Kansas and would like to meet any of the instructors, base personnel and student pilots who were there. We graduated some capable lady pilots (WASP) as well as French and British. Also know where a few B-26 pilots can be contacted.

R E Pulfrey

Photography by Jim Skinner

33123302

Tugboat 1900s
USA
15

POST CARD

B-26 MARAUDER HISTORICAL SO.
BOX 1051
Columbia, MO 65205

Ans 4-3-90
cy TO Walker

15

July 16, 1990

Mr Parker

My name is Neil A Clark I was in a B 26 outfit in WW 2 my outfit was 397 Bomb Group 596th B Sqd. I have not been in touch with anyone since being discharged at the end of the War in Europe. I would like any info you give me on my old outfit so I can get in touch with some of the fellows I was with. Also info on the Anniversary coming up in April of 91.

Thank You
Neil A Clark

My address is
Neil A Clark
2 Edwin Ave
Claremont NH
03743

Sent invite to
per Mr Parker
7/24/90

16

3-10-90

Dear Sir;
I was a B-26 Pilot during WW II and flew 68 mission with the 391 Bomb Group out of Matching Green, England. On return to ZI I was assigned to Del Rio, Texas as B-26 instructor pilot for 7 months.

While reading my Friends Bulletin from Air Force Museum I was elated to learn that a gala went was planned to celebrate the 50th anniversary of the B-26 in Baltimore. Please forward me a copy of your brochure for this event. I would like very much to attend & participate in the gala Celebration. I looked up my total time in the B-26 & much to my surprise I wound up with 629 hrs & loved every minute. Thank

Roy E Burrell
Maj. USAF Ret
50½ LARK DR
NEWARK, DE 19713

CC: NICK C.
Ans-
3-16-90

17

M A Magnotta
3607 Delta River D
Lansing MI 48906

July 28, 1990

Mr George Parker
P.O. Box 1051
Columbia, Mo 65205

Dear Geo:

Please send me notification of the B26 Marauder reunion in April 1991.

I graduated in the class of 42G, Roswell, N.Mexico and then assigned to MacDill Army Air Base, Tampa, Fl. I am a survivor from a B-26 crash on take off from the Raleigh, North Carolina City air port on August 9, 1942.

Please advise. Thank you,

Michael A. Magnotta Jr.

Michael A. Magnotta, Jr.
USAF Ret.
3607 Delta River Drive
Lansing, Mi 48906

Rec'd 8-6-90

18

26 Walden Avenue
Staten Island Ny 10306
June 13, 1990

Dear Sirs

The news of the Marauder 50th anniversary in Air Classics issue of July 1990 was very welcome.

I am a former member of the 494th Bomb Sq. 344th Bomb Gp. I was top turret gunner on "Georgia's on my Mind" piloted by Lt. (later Capt) James P DeFord.

My wife and I are looking forward to attending the 50th anniversary celebration. Fwither information would be appreciated.

Thank you
Thomas Bond

Ltr 8-6-90 ph

May 31, 1990

Dear Mr. Parker:

There was a notice in the Albuquerque Journal the other day about the old B-26 medium bombs and a reunion sometime in April 1991.

I flew top turret in the Aleutians in 1942 and am interested in seeing some of the people associated with this airplane. The B-26's I flew in were the short winged job and were named after "Li'l Abner's" family.

Please keep me apprised of the reunion.

Yours truly,
R.K. MAAS

Box 2244, Silver City, NM 88062

20

over

A friend of mine here in Silver City was an inspector at the factory in 41 & 42, please send him available info, his name & address is:

Wm Winkler
~~[redacted]~~ 4221-N-Swan
Silver City, N.M.
88061

Thank You!

Sgt D Winkler
mcar
6/25/90 DP

21

John R Warnock
7405 NW 77 ST
Kansas city MO
64152

JAN 1990

Dear George.

In the past few months I have had a surge or compulsion to find out names of all of the men I flew with during 1943 - 1944. I trained with the 322 BG in McDill and Plant city went overseas with them and flew the first mission after which I was transfered to the 387 BG thereby flying 61 missions with them. I returned to the states on or about July 1944 spent over a Year in hospitals before being discharged due to combat fatigue. They prompted so much sodium Renathal in me I could'd remember any names of the men I shared so many good and Bad times with. Saying this I hope that you have some kind of rosters, are lists of crews in the 450 B.S. or 558 BS. are any information that will help me in what has been a futile search up until now.

22

Sent
EDJPS
1/5/90

Sincerely
John R Warnock

Woodstock, Ill. 5/20/89

B-26 Marauder Historical Soc.

P.O. Box 1051, Columbia, Mo.

Dear Sirs: Was interested to see the notice of 50th Anniversary of the first B-26 built by the Martin Company.

I was at Langley Field, Va in 1940 & 41 serving in Tech Supply with the 19th Bomb Sq (M) of the 22nd Bomb Group, which was outfitted with the first B-26s purchased by the Army Air Corps. I also am sure the 19th Squadron received the first B-26 accepted by the Air Corps.

I remember that the propeller company was being struck by their employees and that a B-26 would be flown to Langley, the propellers removed, trucked back to Baltimore, installed on another '26 and the process repeated. By the time the strike was over we had a good number of propellerless 26's!

I'm probably writing things you already have record of. After two weeks of maneuvers at Savannah, Ga., we were unexpectedly sent back to

Langley and shortly after that — Pearl Harbor.

As we were one of the few outfits ready for combat, we were shipped to what became Edwards Air Force Base. A few weeks later the planes were disassembled, shipped to Hawaii, reassembled and flown in flights of 3 to Brisbane Australia (Amberley Field with grass runways!)

From there we were stationed at Townsville, Aust. from where long range bombing missions to Rabaul were performed by flying to Port Moresby, New Guinea, gassing up & loading bombs before flying the missions to Rabaul.

When all but 22 B-26's were gone and the other 3 squadrons in the 22nd were transitioning to B-25s, The 26's were overhauled at Townsville, the paint removed and were all assigned to the 19th Squadron and become known as the Great Silver Fleet.

I doubt if I will get to Baltimore next year, but would like more info about the event, as I would be staying in my travel

24

(over)

trailer (IF I GO) and would have to get reservations early.

Have included some copies from my copy of the book, "Marauder".

Harold Irwin

HAROLD IRWIN
816 MITCHELL ST
WOODSTOCK IL 60098
815-338-1264

3 Ritchie Rd
Annapolis, Md 21401
January 5, 1990

Martin B-26 Marauder
Historical Society
P.O. Box 10501
Columbia, Md 65205

Dear Sir:

I would like more information about your announcement in TROA magazine of an occurance on April 18-21 in Baltimore. Is this a reunion, a conference, or what.

I flew a B-26 from the plant in Maryland to England in 1943 to be stationed with the 386th group / 554th Bomb Squad and would like to be in touch with others who shared my history — pilots, crew etc. Will you please let me know if and how your Society could help me?

Yours truly,
Donald B. Wren
Colonel, U.S.A.F.(ret)

Ans 2-23-90
and
sent letter

26

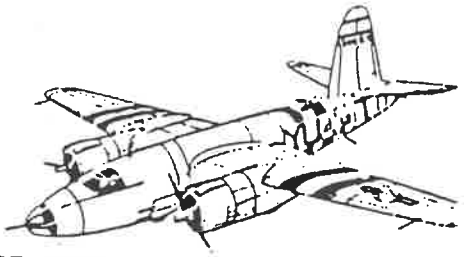
FOR YOUR INFO

455TH BOMB SQUADRON ASSOCIATION

323RD BOMB GROUP (M)

"WHITETAIL MARAUDERS"

A B-26 Martin Marauder Squadron of the 9th Bomber Command, 9th Air Force in World War II



RECEIVED 6-11-90

ALBERT REID
213 CHILDS DR RT 7
HENDERSONVILLE NC 28739

MAY 8, 1990

Dear Worshipful Brother CHACOS,

I READ A notice in our Shriner News letter about the 1991 "50TH GALA celebration of the "B26 MARAUDER" in Baltimore April 18-21 1991.

I flew in the "Widow MAKER" for about 3½ years. First with the 319 BG at HARding Field, Baton Rouge LA. in 1942 before the group left for overseas duty.

I then was transfered to Barksdale Field, Shreveport LA where I was ~~AT~~ ~~engineering~~ instructor for about 1½ years.

I flew ~~60~~ 41 combat missions with the 455 B. Sqd - 323BG 9th AIR FORCE "White Tailed MARAUDERS"

One of your officers of the B26 Historical Society, FRANK BRENNER, is the present President of the 455TH Bomb Squadron Assoc.

Our Association will hold a REUNION Sept 24-27, 1990 At Mount Airy Lodge, Mt. POCONO, PENN.

I AM planning to ATtend the 50TH Gala if AT All possible, so maybe I'll meet you there.

I had the privilege and pleasure of being MASTER of Suburban-Queens Village Lodge #962, 2nd Queens District New York in 1971 and 1972. Best wishes to you.

FRATERNALLY YOURS

W. C. Reid

P.S. I am membership chairman of the 455 B.S. Assoc.

International Miniature Aircraft Association inc

WORLD WIDE

HARD's Copy

LES HARD LM-7
2909 West Michigan Avenue
Lansing, Michigan 48917
Phone 1-517-487-0653

C. Leslie Hard LM-7
2909 W. Michigan Avenue CR-47
Lansing, Michigan 48917-2916

30 July 1990

Mr. George Parker
P. O. Box 1051
Columbia, Missouri 65205

Sir:

Read with great interest your small article in our local paper last Tuesday.

Though I did Not serve on a Flight crew, did serve in a training group.

Served in the 336th Bombardment Group, 481st Bombardment Squadron [M]. Joining the group at Fort Myers, Florida in October 1942. From there the Group was moved to the Avon Park [FL] Bombing Range where we stayed for about 10 months, then were moved to MacDill Airforce Base, near Tampa, FL. We were at this station for about one month, then we moved to Lake Charles, Louisiana where we remained for amost 2½ years.

I served in the Armament Section of the Squadron. Mostly as Clerk but did have a crew on the line maintaing the Armament on B=26's

Towards the end of hostilities we transferred our tired Marauders to the Free French. We then were given the NEW Douglas A-26's called the Invader.

Over the years I have kept track of several members of our Squadron and from time to time have sent out Up-dated information to them in the form of a newsletter. Our small number now has grown to a very small group.

Am very interested in what information you might have to offer.

Too, I have close acquaintances who flew B-26 Marauders during WW II. Their names are: Leon Shulman out of New Jersey, Gene Sauter out of Arlington Heights, Illinois and Dick Phelps out of Greenville, SC.

Loking forward to hearing from you soon.

With ALL Sincerity

C. Leslie Hard [Sgt] 16065900
Discharged January 12, 1946

28

9-6-90 p
CH Jacobs

mailed MHS newsletter 10-24-90

10-21-90

RECEIVED
10-24-90

Dear Mr Parker

Sometime ago I clipped a short artcl out of our hometown Paper. It stated that there was going to be a B-24 Gala in Baltimore, Maryland next April.

Being a former Radio operator and Gunner on a B-24 I would like any information that you have available.

I had the misfortune or maybe it was the good fortune of crash landing in the swamps of Louisiana on Feb 11th 1944.

After spending about 10 months in a couple of Hospitals I was given a Disability Discharge. Due to this I never really got into a regular crew.

Maybe this Gala would be just what I need to find some old friends.

Thank You

Goodnow Torrison

Mr Goodnow S Torrison
1638 Atlantic Cir
Manitowoc WI 54220

Towery Aircraft

26 LOOCKERMAN COURT, DOVER, DEL. 19901
phone 734-5185

RECEIVED 11-19-90

I Attended The Martin B-26 Factory School At Middle River Plant June - July 1942, Was A Crew Chief 1942-43, Flew 30 Group Lead Missions In Europe 1944-45.

Sure Nice That You Have This Going, Will Support Your Efforts As Best I Can.

Sincerily

Dan Towery

Ans 11-21-90 p

B-26 MARAUDER HISTORICAL SOCIETY

P.O. Box 1051 • Columbia, MO 65205 • (314) 874-3688

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7917 Maryknoll Ave.
Bethesda, MD. 20817
397 BG/599 SQ
(H) 301-229-0781
(O) 301-652-5566
(FAX) 301-907-8242

January 5, 1991

Mr Joseph Marotta
17521 County Rd 27
DOLORES CO 81323

Dear Joe:

I appreciated your taking the time to write your letter of 2 January.

You may have noted on the back side of the newsletter excerpts that one need not be a member of B-26MHS to attend the 50th...it is open to all.

Re the orientation toward Europe...this has come up I suppose due to a natural human tendency of those in the majority to push there way over on the minority...(most groups being in the Europeean threatre).

However, I can assure you that our intention is to serve as an umbrella organization not only for all combat groups, but for training units such as Dodge City, Del Rio, Lake Charles, and tow target squadrons, Martin Company retirees and others interested in the B-26. We thought we had the logo without "D" Day stripes and then inadverently it was printed on our stationery with stripes...this is at the printer now and the stripes will be removed in our official logo.

We have had some writings in our newsletter, which blow up the 9th activities and "D" Day--and some of the words used caused us to give the editor instructions---also, our newsletter is endeavoring to give all sides of the B-26 story, so all threatres will be included. We are finding units we didn't even know had B-26s..that is part of the history we are trying to make complete. Some of the sensitivity expressed by our B-26 colleagues sounds like they still are jealous of who wore out the most barracks bags or some'in...we will try and have some common sense prevail. We will be generic as best we can so as not to favor any one group over another in photos etc. I think we sometimes forget that 20 years from now when the average civilian tours a museum and sees a Martin Marauder painting on the wall, whether it has a strip on the vertical fin showing the 22d Group or the 319th Group markings, won't mean a dern thing--only us B-26 folks know the difference.

Best wishes, George Parker

MR. JOSEPH MAROTTA
17521 COUNTY RD. 27
DOLORES, CO. 81323

Rec'd 1-15-91

Jan 2, 1991

Dear George,

Thank you for sending the package about the B-26 Martin Marauder Society.

I have looked over the material very carefully and feel that this organization is mainly oriented toward the B-26 units stationed in the European and Med theaters of WWII.

As I am a lifetime member of Air Force Sergeants Association and the 22nd Bomb Gp Association, I think I will decline your invitation to join your Society.

As you may know, the 22nd Bomb Gp erected a memorial at Wright-Patterson last year (1989) and I still am drawn to the 22nd and its accomplishments in the South Pacific.

I have forwarded your information package to a 22nd Bomb Gp friend who lives in Baltimore and he may be interested. Sincerely,

Joseph R. Marotta

Joe..I finished airplane mech sch at Chanute Fld July 1941...worked on the line at Randolph Field & after the flying school age was lowered to 18, I went thru flying school finishing Nov 42 at Lubbock in AT-9s; then went into B-26s until I returned from France on the Queen Mary arrvining in New York on Aug 2, 1945.

gp

TAD HANKEY

SUMMER: 1780 Avenida del Mundo, Coronado, California 92118 - (619) 435-4612
WINTER: 75173 Concho Drive, Indian Wells, California 92210 - (619) 568-3104

February 8, 1991

George Parker
P.O. Box 1051
Columbia, MO 65205

Dear George:

Per our phone conversation, let me say this about "The Story of the B26". I started it in late 1987 but naturally I have not worked on it full time, but I have put a lot of time into it. The result is a finished product that is very professional. Actually the electronic editing was done by professionals under my supervision. The same applies to the sound scoring.

The story truly tells the proper history of the B26 from the beginning, through it's trials and tribulations to it's final vindication as a great airplane in the Air War in Europe.

After viewing all the available film at the USAF metromedia station at Norton Air Force Base, I can assure you I used almost all the camera combat film ever made during WWII. Oddly enough most of it was covering the 397th Bomb Group.

This film will be the only thing done on the B26 in combat and probably another will never be able to be made as Norton is being closed and all the film will wind up in boxes in the basement in the National Archives probably never to see the light of day again.

Put this in your own words for your publication:

Regarding my introduction -

I was class of 41 I and after B25 training at Columbia, So. Carolina and Meridian, Mississippi, I was sent to MacDill early in 1942 where the B26 program was getting underway.

I flew as a pilot, then instructor, then Operations Officer of the training group. I went out with the 386th Bomb Group as the Operations Officer, became the Air Executive and left the group in September just as they were leaving for France.

My last assignment by General Sam Anderson was to take over the special A26 Squadron being sent to England, lead them on their first 5 missions and write up my opinions of the aircraft for the General.

That done, I left for home, and was finally assigned as Chief of Staff, Bomb Branch Continental Air Force. Sam Anderson was the C.O. My assignment there was the B29 program.

I left the service in November of 1945.

Tad Hankey

P.S. George - I have not mentioned anything after the war, as we feel in the 386th that that is of no importance. We are all just old airman regardless of our rank or business success and treat each other accordingly.

However, if you want to say anything about post war, I was instrumental in putting together the National Car Rental system and served as it's President. I also put together CLC of America, a New York stock exchange company; a conglomerate in transportation. I served as it's President also and sat on the Board of both companies for years.

Dear George

Nevada Mo
March 6-91

It has been a long time since you stopped me on the street at McDill. I haden't heard about you since then until I saw the article in the paper about the B26.

Not being a traveler since the war of over 200 miles I would be more uneasy on a trip to Baltimore than a trip over a target.

I guess being 50 years old doesn't help the travel urge.

I have sent a copy of the notice to Charles Zinty in Calif + George Judd in K.C. Mo

Am enclosing some help with the stamps.

Former Lee Sgt Carlth. Wilson Flight Engineer
394 Bomb Grp.
587 Squadron

529 N. Osage
Nevada 64772
MO

DALE R. MESSIMER
38408 REDWOOD TERRACE
FREMONT, CALIF.
94536
(415) 792-8637

RECEIVED
3-14-91
ans. 3-14-91

07 March 1991

Dear Mr. Parker,

Reading through the January 1991 issue of Britian's excellent aviation magazine FlyPast, I came across your announcement of the upcoming B-26 "Marauder" 50th anniversary to be held sometime in April. This led me to contact you in the hopes your organization can help me locate a photograph of a B-26.

The only information I have regarding this particular aircraft is taken from a small 2"x2" photograph published in a nose art calendar. The aircraft is named "Dina", and was photographed from the left front quarter with its 10 member crew posed around the nose. The officers appear to be wearing either the B-10 or B-15 jackets, while the others are wearing Type B-3 shearling jackets. The ground appears wet and muddy, and a few tents are located in the background.

The nose art itself is of a seated woman on a black background, which was created by painting the entire section of the external armor plate black. The only other distinguishing features seen are a set of package guns, the later style "B" or "C" model nose glass, and 38 mission symbols painted under the cockpit window.

Any help or referals you can provide towards locating a copy of this particular photograph, would be greatly appreciated. Any photos sent would be carefully handled, professionally copied, and promptly returned.

For your convenience, a self addressed postcard is enclosed.

Look forward to hearing from you, and please don't hesitate to let me know if I can ever be of assistance to you out here on the west coast.

Sincerely,

DALE R. MESSIMER

36

Dino

RECEIVED 11-19-90

November 9 1990

Dear Friend:

This is one of the original B-26 Crew Chiefs of the Second Bomb Sqdn "" 22nd Bomb Gp.

I was with the a number of Crew Chiefs from five sqdns of the 22nd that was in the Accelerated service test at Patterson Field in the summer of 1941 and went from there to Ellington field Texas to take part in the manuevers in that area and then went to Savannah for manuvers with our own individual Sqdns later the same year and returning to Langley prior to the war.

I flew from Hawaii to Australia with the B-26s reassembled in Hickam field and arrived in Brisbane on April first 1942.

Well I8m interested in hearing about your plans on the event you are planning for 50th Anniversity Gala .

Sincerely

Steve Peters

Steve Peters

PS Charles Middlebrooks , our original line Chief resides nearby in Marietta, Ga.

Ans 11-20-90 f

STEPHEN PETERS
5437 HULSEY CIRCLE
GAINESVILLE, GEORGIA 30501

37A

4/5 1989

TAD HANKEY

SUMMER: 1780 Avenida del Mundo, Coronado, California 92118 - (619) 435-4612
WINTER: 75173 Concho Drive, Indian Wells, California 92210 - (619) 568-3104

Leo

Enc. find token check for $25.00

I support your society, not because of what it's goals are today, but because I think it will have to be the ultimate vehicle to finally represent all B26 gps. as they decimate.

Also enc. is some info I came across while putting my video together I think this is all 397th.

Tad Hankey

Tad was among the great Marauder leaders.
He produced The B-26 Story, 45 minute video 386th Bomb Group.

37B

VOLUME II:

LETTERS FROM FAMILY MEMBERS OF MARADUDER MEN

Ans 9-21-90

41 Mountain Ave
Bloomfield, N.J.
07003

Aug. 8, 1990

Dear Mr. Walters,

I saw a notice about the B-26 Marauder Historical Society celebrating its 50th anniversary.

My first husband, Eugene E. Glauert, Jr. was a radio gunner on a B-26. He was killed in World War II.

My son is interested in anything related to his father's group. Perhaps you could send me the information.

I have always wondered what happened to a man they called "Dutch" Barzilowski. When Gene was stationed in Lake Charles, Louisiana, Dutch piloted a plane that crashed in the cane fields. All the men survived, but then they broke up the crew and Gene was shipped overseas.

He was also a good friend of a man named Jack Shirk. He and his wife, Betty lived somewhere in California.

I know my son would enjoy meeting them and talking to them about his father. If you have any information on them, please let me know.

I re-married and my husband adopted Gene's son so his name is Michael Gawley.

Good luck with your plans for the B-26 Marauder Gala in Baltimore!

Sincerely,

Doris Gawley

RECEIVED 11-19-96

1039 Manship Street
Jackson, MS 39202
November 14, 1990

Mr. Geroge W. Parker
P. O. Box 1051
Columbia, MO 65205

Dear Mr. Parker

I was so excited and delighted to see the information regarding the new organization being formed for those knowing and loving the B-26 during World War II in our Jackson Clarion Ledger yesterday.

The clipping is being sent to my brother who was a pilot involved in the invasion of southern France stationed on Sardinia, Corsica, and then in France. He received the Air Medal several times and was awarded the DFC for a raid over Heidelburg, Germany. (Sadly, his home was burgularized some years ago and his medals stolen -- I have wondered several times if it is possible to have them replaced but have not followed up on the thought.)

He had his 70th birthday in August, had total knee replacement two years ago, and is bothered with arthritis; is somewhat retired by necessity from farming - and would love to be in touch with this great organization, I am sure. He is

Webster Manning Watson
Route 1
Drew, Mississippi 38737
Tel. (601) 745-2591

His wife, Betty, and his daughter, Linda, will certainly encourage his plans for the "gala" next year, I feel sure. And nothing would please me more than to see him in touch again with "those who know what he has shared." I have thoroughly enjoyed listening to his stories throughout the years and think it is absolutely fantastic that you all have formed this organization. One member of his crew came from out of state to attend his wedding, I remember, and I do not know if he has kept in touch with them since that time. He is the quiet type and has not talked very much about those "good ole days" of flying before all the modern advances of radar, communication, etc., but when he does talk about it, it is great.

Incidentally, he (as I am sure so many pilots have) has some hearing loss in one ear because of keeping that ear flap up to talk with his co-pilot. Also, rather interesting, he graduated from Mississippi State University in 1941 and was rejected by both Navy and Marine recruiters when they came to school because he had flat feet. Then, he was drafted into the Infantry, marched all over southern Texas, and but for the mercy of some Colonel who believed he really wanted to fly, would have been turned down for the Army Air Corp because of his flat feet. Is that not typical??

Please, send him all the information!! Every good wish for the success of the organization and my very best wishes to you all and kindest personal regards. My husband is an old Navy Pharmacist Mate that was attached to the Marines in taking back the islands in the South Pacific - how I wish his group could start something like your new organization.

Betty

Betty Pharr (Mrs. Max)

41

Sent 11-15-96
Sent to Mr Watson also.

Laurence Butler
207 Fairground Box 258
Sturgeon Mo 65284

Dear Mr Parker.

I am writing this for my husband in regard to the recent article we saw in the Centralia paper.

Laurence was in the army from May 19-1942 until Nov 17. 1945. He was stationed in Mentor Field California and Yuma Arizona. He was sent to Martin Maryland for a 5 week course in B-26's 1st & 2nd echelon maintenance. He was discharged with a S/SGT rank as Flight Chief.

I will copy his Title Description from his Separation Record.

Flight Chief - Supervised the work of 49 men in repairing - replacing and maintanence of B-25 - B-26 P-59 - P-63 aircrafts. Worked on engine controls, hydraulic systems, electrical controls, Instrum Sch. Performed duties in the continental United States.

Throughout the years he heard him speak of many things in regard to his stay in the army, but none compared to his fondness for the B-26 and his time spent working on them. None of the others mentioned stayed in his mind as did the B-26.

Laurence has a malignant brain tumor but at present is very alert and anxious for me to write to you. Any data you might collect we would appreciate receiving. If it be too late for him I and the children would appreciate it.

I do have a listing of officers and men stationed at the Yuma army air Field as of Feb 22-1943

Sincerely
Mrs Laurence Butler
207 Fairground Box 258
Sturgeon, Mo 65284.

Ans
11-2-80

Delivered a B-26 photo for Laurence & luckily, got it to him a few days before he died. JWS

Michael W. Covey
9693 Copeland Drive
Manassas, VA 22110
November 7, 1990

B-26 Marauder Historical Society
P.O. Box 1051
Columbia, MO 65205

Dear Sir,

My father, Eulan Wayne "Buck" Covey, was a WWII B-26 Marauder pilot with the 9th Air Force, 344th Bomb Group, 494th Bomb Squadron. He flew 52 missions between August 1944 and April 1945, based near Bishop's Stortford, England. His aircraft was "Gravel-Gerty" with side number K9M. His crew, at least initially, was as follows:

Pilot	2nd Lt	Eulan Wayne Covey	0760584
Copilot	2nd Lt	Daniel J. Schaech	0823705
Bombardier	2nd Lt	Tony T. Bozich	0766193
Engr/Gunner	Sgt	Glen L. Barnhill	18003987
Radio/Gunner	Cpl	Charles N. Werner	35346550
Armor/Gunner	Cpl	Jack W. Burnham	37528422

Unfortunately, he was killed in an F-80 crash in 1950, when I was only five years old. I would be very interested in contacting any of your members who might have known him. I have his service record, combat flight diary, and other memorabilia that may contain information of interest to some of your members.

Please tell me more about your historical society and let me know if I can be of any assistance.

Thank you.

mailed Nov. 14 '90

Sincerely,

Michael W. Covey

44

TO; B-26 MHS

1st Lt. Herbert C Mayes, O-406421, 18th Recon. 22nd Bomber Gr. Sqdn was one of the pilots who flew the 4 B-26 Martin bombers which carried Navy torpedoes in the Battle of Midway June 1942. He piloted the 3rd B-26 which reportedly cleared the carrier but plunged into the Pacific losing all men.

I, his widow, saw the reunion notice for Apr 18-21 in the Retired Officers Magazine and am curious to learn more about it and the group, please.

I've not been in touch with any of the 18th Recon Sqdn since seeing 1st Lt Jim Muir upon his return to the States following the Battle of Midway and visiting his badly wounded tail gunner at Letterman Hosp, S.F.

Sincerely, Mabel Balen

Mabel Balen
10181 Von Kleinen Rd
Sonora, CA 95370

12 JAN 50

Lyle-editorial

Tallahassee Democrat
P.O. Box 990
Tallahassee, Florida 32302

July 26, 1990

Mr. Parker
P.O. Box 1051
Columbia, Mo. 65205

Dear Mr. Parker -

Through my position at the Tallahassee Democrat I received the news release on the B-26 Anniversary Gala.

My father flew such a plane during the war. I believe it was called Wild Willie. I'm interested in finding out information about the gala.

Last summer Dad died. I would like to talk to any of the men who flew with him. - S.Y. Read.

46

Sincerely,
Susannah Lyle
2046 Florida Ave
Tall. Fla. 32303

Ltr 8-6-90

MARTIN B-26 HIST. Society 4 MAR 80
P.O. BOX 1051
Columbus, MS. 39705

DEAR B-26 HIST. Society,

MY FATHER WAS with the 70th B.S. of the 42nd B.G. IN the PACIFIC During WWII. I am trying to FIND OUT EVERYTHING ABOUT HIS military unit. Please send me INFO ABOUT the B-26 HISTORICAL Society. I WISH JOIN IT. Thanks.

RESPECTFULLY YOURS,

Louis

LOUIS H. LANDERS, JR.
P.O. DRAWER FF
DeKalb, TEXAS 75594

SAT LM
3/10/80

47

Dear George Parker

June 4, 1990

I am writing to you about the B-26 anniversary reunion. My father was a B-26 pilot in WW II and I would like you to send him information about the reunion and any other Info about the B-26 in general. He was in the 391st Bomb Group in England so any Info you might know about that group would be great.

I and my Dad would appreciate any info at all. Maybe see you In Baltimore in April 91.

Thanks
Dan James

4205 6th St
Adel, IA 50003

PS The address to send Info is

Warren James
Box 75
De Soto, Iowa

25 June, 1990

Mr. George Parker
P.O. Box 1051
Columbia, MO 65205

Dear Mr. Parker,

I recently learned of the B-26 Marauder Historical Society. My father flew more than 50 combat missions as a bombardier in B-26's during WW II (9th Air Force, 394th Bomb Group). Because he has the greatest respect for that airplane, I am certain that he would be delighted to learn more about your organization. Would you please send him any information about your association that you might have? His address is as follows:

Capt. E.C. Amspoker
1675 Los Osos Valley Rd. #112
Los Osos, CA 93402
(805) 528-6936

Thank you very much.

Sincerely,

Michael Amspoker

Michael Amspoker
723 Brookside Dr.
Fulton, MO 65251

P.S. I would be delighted to receive information about the B-26 MHS if you have extra copies.

~~56/45/50~~

Mrs. John D. Allen
100 Regent Drive
Brownwood, Texas 76801

July 27, 1990

Dear Mr. Parker:

I read the enclosed article in the San Angelo, Texas, Standard Times.

My first husband, Lt Clark E. Roberds, was a B-26 pilot lost en route to North Africa in 1943, so I have always been interested in the plane, and I would be appreciative of any information about the anniversary.

Very truly yours,
Frances E. Allen

an 8-6-90 p

B-26 bomber anniversary planned

The observance of the 50th anniversary of the first B-26 bomber is planned for April 1991 in Baltimore, Md.

Nicholas G. Chacos of Bethesda, Md., is the general chairman of the B-26 Marauder Gala, according to George W. Parker, president of the nationwide B-26 Marauder Historical Society.

Anyone interested in information may contact Parker at P.O. Box 1051, Columbia, Mo. 65205.

50

from:

9-12-90

Kenneth A. Schell
3818 CR 39
Auburn, In. 46706

Mr. George Parker. -

Could you please send info on the B-26 Marauder Gala in Baltimore in April 1990? My husband was an engineer/gunner in the [redacted] We are very interested in attending along with my husband's unit.

Thank You.

Mrs. Ken (Norma) Schell
3818 CR 39
Auburn, In 46706
219-925-4429

SCHELL'S OLEO ACRES
~~3818-39-38~~
~~R #1 Box 246A~~ 3818 CR 39
Auburn, IN 46706

ans 5/19/50

51

OTHER!

Sat. Sep. 1st. 1990
Asheville, N.C.

Dear Sirs or Mam
Please send me Photos of the World War II Bomber the B-26 Marauder built by the Martin Company. Will love anything you can send me on this aircraft. Thank you
Yours Very Respectfully

Charles E. Bagwell
82 Davidson Road
Asheville, N.C. 28803

52

Rec. 9-21-90

Larry D. Gurthet
1227 Weller Ave.
LaPorte, IN 46350

rec'd 2/15/89

George Parker
P.O. Box 1051
Columbia, MO 65205

7 Feb 89

Dear Mr. Parker,

Please send me information on the B-26 Marauder Historical Society. My father serviced with the 454th squadron of the 323rd bomb group in England, France and Belgium during the War, as a result I have known and loved the B-26 and can't really remember when I didn't known what a 26 was.

I recently visited the Air Force museum and after years of hearing about the plane was finally able to see one. My next goal is to see "CAROLYN" fly.

Since 26's are so rare we all must do everything we can to "keep em flying". Those fortunate men who served in the units during the war will one day be gone, and the second generation of Marauder lovers will have to carry on. I'm reporting for duty, sign me up.

Yours truly,

Larry D. Gurthet

Larry D. Gurthet

53

Ans 2/15/89
50th Anniversary Gala would offer an opportunity for folks like Larry to meet some folks who served with their dad.

RECEIVED
11-19-90

Nov. 16, 1990

Dear Mr. Parker,

My father was a tail gunner on a B-26. He flew 61 missions overseas during WW II. He passed away in 1983.

I do not know if all B-26 were Martin Marauder. I do have pictures of the plane he was on and the crew. I have several copies.

Please let me know what all you are interested in. Please send me more information to the address below.

Thank you
Linda Brown

Linda Brown
P.O. Box 163
Grand Cane, LA. 71032

Ans 11-15-90
P

54

3561 Iris Circle
Seal Beach California 90740
May 16 1989

Dear Mr. Atkinson -

Many thanks for your letter, the bumper stickers and acceptance of my membership check. Since we live near a large retirement community, I'm sure my car's sticker will evoke response in local parking lots, from former "B-26ers", and I'll refer any to you, of course!

You ask whether my membership ought to be listed among those of the 22nd Bomb Group, and it's a difficult question to answer for reasons I'll explain. Let me say that I do receive newsletters from both the 22nd BG and its 2nd Sqdn, who maintain separate reunion organizations, as annual dues payer. My late uncle was a CP of the 2nd (MIA 10 May, 1942, SWPA), and I have strong emotional ties to the Group as a whole and to its various members.

For some six years, I've been reconstructing the roles of those men within the events of 1942 in that theater, via intensive research. (I have, incidentally, made five trips to Papua New Guinea both in that regard and for surveys of the lagoon in which "our" B-26 lies - its crew did not survive that crash.) I suppose one could say that my "speciality" is the B-26 in the Southwest Pacific Area, but that's really rather an inadequate description - I eat, sleep, breath what occurred in the Pacific!

Thus, I leave it to you into what category I fit. "Historian" is a pretty generic term, often tossed around by claimants of varying experience, backgrounds and commitment. I'm not sure if I qualify until publication of my book....but here I am.

And in the meantime, all success with everything you and the board have as goals.

Sincerely -

Patti D. Hall
(Mrs. Thomas H. Hall)
213/493-5130

p.s. My husband is an Air Force vet - Korea vintage, however.

RECEIVED 12-3-90

26 Nov 90

B-26 Marauder Historical Society
C/O George W. Parker
P.O. Box 1051
Columbia, Missouri 65205

Mr Parker,

I noticed your organization in the Unit Reunions section of the Nov 90 Air Force Times. I've been looking for some information on the B-26 group my uncle flew with in World War II. Do you know of any books that discuss the B-26 groups in WWII in any detail? My uncle flew with the 574 Bomb Squadron, 391 Bomb Group in the 9th Air Force. In particular do you know of anywhere I could get a picture of his plane, Vivacious Veronica? The plane was shot down over Germany in 1944 or 1945 and I think he was the only one to survive. He is now deceased.

Thanks,

Marge

Marge Ross
725 St Thomas Cove
Niceville, FL 32578

Ans 12-14-90
Sent Ltr by D Hugh Walker

56

December 13, 1990

Maurauder Historical Society
P.O. Box 1051
Columbia, Mo. 65202

Dear Sirs:

Please forward information about your organization to:

Thomas J. Farrell
271 Balmoral Ln.
Barrington, Il. 60010

My father, James J. Farrell, was the Captain of the Marauder "Flak Bait" currently on display at the Smithsonian Air and Space Museum in Washington, D.C.

Thank you,

Thomas J. Farrell

ans 12-17-90
f

57

Charles E. "Chuck" Munat
11702 N.E. Sunset Loop, Bainbridge Island, WA 98110-1219; 206-842-4896.

18 November 1990

George W. Parker
P.O. Box 1051
Columbia, MO 65205

Dear Mr. Parker:

I saw your announcement of the B-26 celebration. I have never flown on a B-26, but that plane is the center of one of my most vivid childhood memories. In 1944 (I believe it was, give or take a year) I was living at 9617 South Richmond Street in Evergreen Park, a suburb just southwest of Chicago. On the day in question, my brother Stan, age 13, and I, age 10, were playing in our backyard with a couple friends. As usual, we were playing war. And the form the game took that day proved prophetic. We were making paper airplanes, setting them afire, and throwing them. Then suddenly we heard the roar of plane engines approaching from the northwest. We looked up to see a B-26 Martin Marauder approaching at hardly more than housetop level, a thin stream of black smoke trailing from its starboard (if I remember correctly) engine. The plane roared directly over us, so close we could see the crew members. It banked to the right and dissappeared behind a line of trees beyond the Grand Trunk railroad tracks about half a mile away across the fields. We ran after it.

When we reached the railroad tracks, the more fatigued of us said, "Wait, it probably didn't go down." Then my brother said, "Oh, yeh! Look at that!" We followed his gaze and saw a column of black smoke rising in the west." Just then the fire siren began to wail, calling in the volunteer firemen.

We ran and ran until we finally arrived at the large, soft, fallow field where the plane had crash-landed, lost at least one engine as it skidded to a stop, and was now burning. My brother had gotten to the field first and had already snatched bits of plane as souvenirs. (That night my father was quite upset about this and wanted my brother to turn the plane parts over to the authorities. But those bits of twisted metal remained with us for some time.) The newspaper, as I recall, had very little to say about the crash, wartime secrecy being what it was. The word was, however, that the crew had survived. I wrote a brief account of the crash and submitted it to the Chicago Times Sunday children's page which published it, the first thing I ever had published. I still have that tiny article somewhere.

58

Well, I just wanted to share that memory with you and anyone who might be interested. I'd love to hear from a survivor of that crash. Perhaps you could help me make a connection. There are so many things about the crash that remain a mystery to me --the causes, the survivors, etc. It would be great fun to clear up some of those mysteries.

If you're interested, I'll ask my brother, who lives in Vermont, to recount his memories of the crash. My only other sibling, my sister Judith, was only about four at the time and probably has little if any recollection of it. But I could ask her too.

Thank you for giving me the opportunity to relive this memory. Please let me know if you'll be trying to get it to those who might have shared the experience.

Peace,

Chuck

TAYLOR ENTERPRISES

Box 428xx 84
Ekalaka, Montana 59324

Tom Taylor

Gladys Taylor

Telephone: 406-775-6672

RECEIVED
12-11-90

Decv. 6, 1990

Mr. Geo. W. Parker
P.O. Box 1051
Columbia, MO 65205

Dear sir:

According to an artical in our local paper, The Ekalaka Eagle, I can obtain information from you regarding the B26 Marauder Historical Society and the B-26 airplane.

I had two brothers in the US Air Force, and my Youngest 1st. Lt. Harold A Taylor, instructed for several years navigators for the Maruauders before going overseas in the closing months of the war, as a navigator for B-17 bombers with the Fifteenth AirForce in Italy. He was personally decorateed by Gen. LeMay after eyeballing a return trip with a crippled bomber from the Russian border to the base in Italy. The ship sustained a direct hit which knocked out all the plane's instruments. A few weeks later he disappeared with all the officers in the front end of the plane, and was listed as killed. No trace was ever found of the plane although all the enlisted men were able to bail out over Germany and were back in the US in about two months. The mission knocked out a ball-bearing plant the Eighth Air Force from England had been looking for during the entire war. After the bombing German fighters appeared to have concentrated on the plane in which Lt. Taylor flew, knocking it out of formation. The veteran crew fought off the attacking fighters until the plane caught fire and the back part filled with smoke. Having lost contact with the pilot compartment, the crew was compelled to leave the ship, and observed it until it went below the horizon, slowly losing altitude, but still apparently under control.

Lt. Taylor seemed to have considerable admiration for the B-26 in which he flew for so long, but indicated horrendous losses during training. Taylor and a brother were operating a small sawmill in Alaska, until the partnership was broken up sometime before Pearl Harbor when one brother was called in to active duty in the Air Force at Anchorage. He had an ROTC commission and had served as a lieutenant in the army during the CCC years. Only a few months and teethfillings short of complete disqualification Harold Taylor was signed on as a cadet at Kelly Field, and received his wings as a navigator before being assigned as an instructor in navigation, for B-26 crews, at which he served until the final months of the war in Europe. He had nearly completed the required number of missions, when he was shot down in March, 1945 in a B-17.

I discovered in the same newspaper story that Alvin Tatge of Alzada had been a B-26 pilot. Tatge, an aerial coyote hunter, has been notorious for his skill as a pilot and for his meticulous habits as a flight instructor, has been an acquaintance for many years, but it was the first I knew of his connection with the B-26.

I hope you will understand my interest in the B-26 story, and will send me what information you have handy.

Thanking you, I am sincerely yours,

Tom C. Taylor

TOM C. TAYLOR
Box 84
Ekalaka, MT 59324

60

ans 12-17-90
P

24 March 91

MICHAEL P. KERLEY
14 MEMORY COURT
SILVER SPRING, MD 20904

Dear Mr. George W. Parker,

I have just recently learned of the 50th Anniversary Gala planned to celebrate the delivery of the first B-26 Marauder bomber to the Army Air Corps in 1941. I am writing on behalf of my father THOMAS W. KERLEY, a former B-26 pilot in the ETO (9th AF/9th Div./98th Wing/397th Grp/598th Squadron). He served his 65 combat sorties from approx. March 1944 to March 1945. Although my father passed away last year he spoke on many occassions of his B-26 days in WW-II. I know he would have certainly looked-forward to attending this wonderful event if he had lived long enough.

Even though my father cannot attend I am wondering if I might be able to attend in his

(over)

61

place. I am the only member of my family to (2) have served in the military since WW-II (USAF '72-'77) and I know he would be proud to have a Son carry on his proud tradition. I have many stories, clippings, sketches, etc. that I could share with you and other B-26 enthusiasts, and I hope that I'm not too late in responding.

I am anxiously looking forward to your response and I hope that I might proudly represent my father at this special event.

Thank You very much.

Sincerely!

MICHAEL P. KERLEY

Michael P. Kerley

ans 3-30-91 gmf

MAILING ADDRESS:
14 MEMORY COURT
SILVER SPRING, MD.
20904

PHONE NUMBERS:
(H) 301 890-2679 (can also leave message)
(W) 703 874-0203

4-12-91

Dear Sir:

I was reading back issues of the Saginaw News, Saginaw, Mi and saw your letter-to Editor B 26'ers to Celebrate.

I was in the army 1945 + 46, My brother Charles was a B 26 bomber pilot in 1944 + 43 and was shot down over Italy Feb 20, 1944, missing in action for one year and given up for dead Feb 21, 45. One flyer a engineer gunner was able to jump out and was a prisoner to end of War II. My brothers navigator ? was transferred to another plane that one mission and survive Then. It was 19th or 22nd mission over Italy. Group was base in Sardinia. My Parents didn't hear much from anyone other than the surviving crew member wrote at war end that he didn't want to be contacted. He lived in No Dakota or near State. I have found that there is a memorial in a wall at Cementary in Nettuno, Italy showing 1st Lt Charles F. Ulman 0-746 468 - 432 nd Bomb Squad - 17th Bomb Group - M. - missing in action - NEEDED 2 PEOPLE TO ID. — COMPOLEONE. He received a purple Heart metal and that all. Can you help me in any way. Thanks

Shot down on a raid over Stazi di Campoleone - 14 miles SE of Anzio

Dwight

63

DAY-GRAM

NO ENVELOPE NECESSARY • WRITE MESSAGE ON OPPOSITE SIDE • FOLD & SEAL

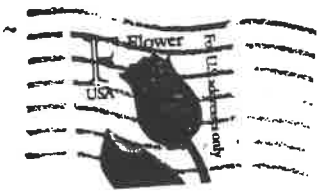
CS

GEORGE W. PARKER
P.O. BOX 1051
COLUMBIA, MO 65205

Furnished letter 5/8-91

DWIGHT L. ULMAN
2745 E. DEXTER DR
SAGINAW, MICH. 48603

SAGINAW, MI 486
PM
9 MAY



64

VOLUME III:

LETTERS FROM EMPLOYEES, WHO BUILT THE B-26, OR THEIR FAMILY MEMBERS

Nov. 11, 1990

Dear Mr. Parker,

I read with interest your article in the Washington Missourian paper concerning the B-26 organization and the 50th anniversary of the delivery of the first one to the A.F

I started work with D.S.M. on April 23rd 1941 as a sheet metal Mechanic and my last job was Experimental Flight test Mechanic, I was drafted in May 1944 and left Baltimore for the Army.

I have fond memories of the aircraft experience for I was 19 when I ~~started~~ ~~Glenn Martin~~.

After the War I worked for McDonnell and ACF in aircraft Manfy.

I'm a native of Mo. (Stoddard Co.) and have spent Most of the last 30 years in Mo.

Best Wishes With Marauder Historical Soc.

Sincerely,
John A. Leslie
Rt 1, Box 299
Jecona, Mo.
65540

packet mailed 11-14-90

66

Charles Overman
3989 Sinclair Ln
Baltimore, MD 21213

02/03/91

I, Charles E. Overman, Jr., worked at K1 Plant, Glenn F. Martin Plant - Jan 1942-43 as tail gun turrett assembly with Rosie the Riveter on Martin Marauder B-26's. That was a job I will never forget. Rosie, rivitted me inside a Marauder and I fell asleep. While she went to lunch the plane was ready for flight and they didn't know I was in the tail. I almost got a ride to Canada via the flight ferry.

I wish to join you all at the 50th Anniversary. Please send me all the information and place a time where this will be held.

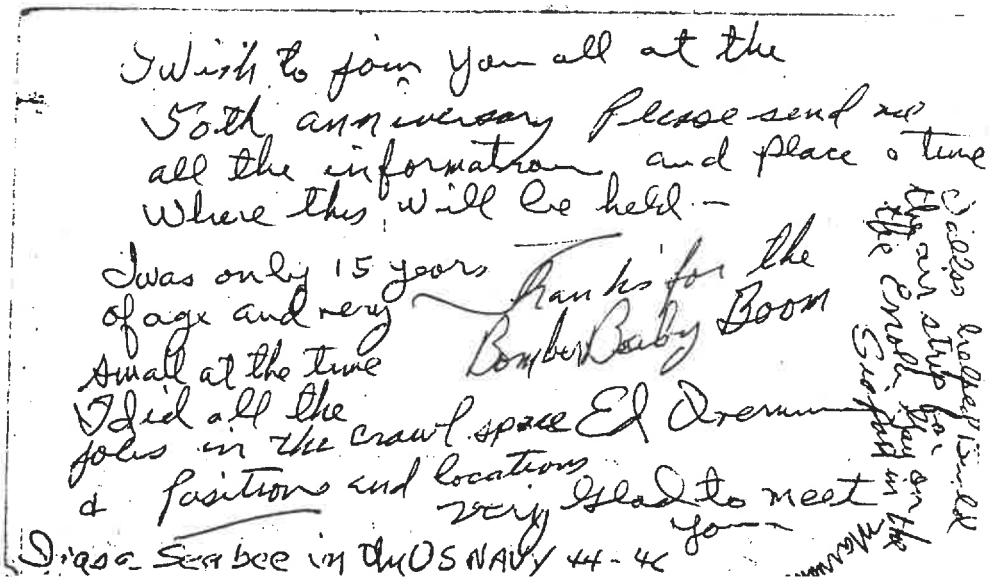
I was only 15 years of age and very small at the time. I did all the jobs in the crawl space and positions and locations.

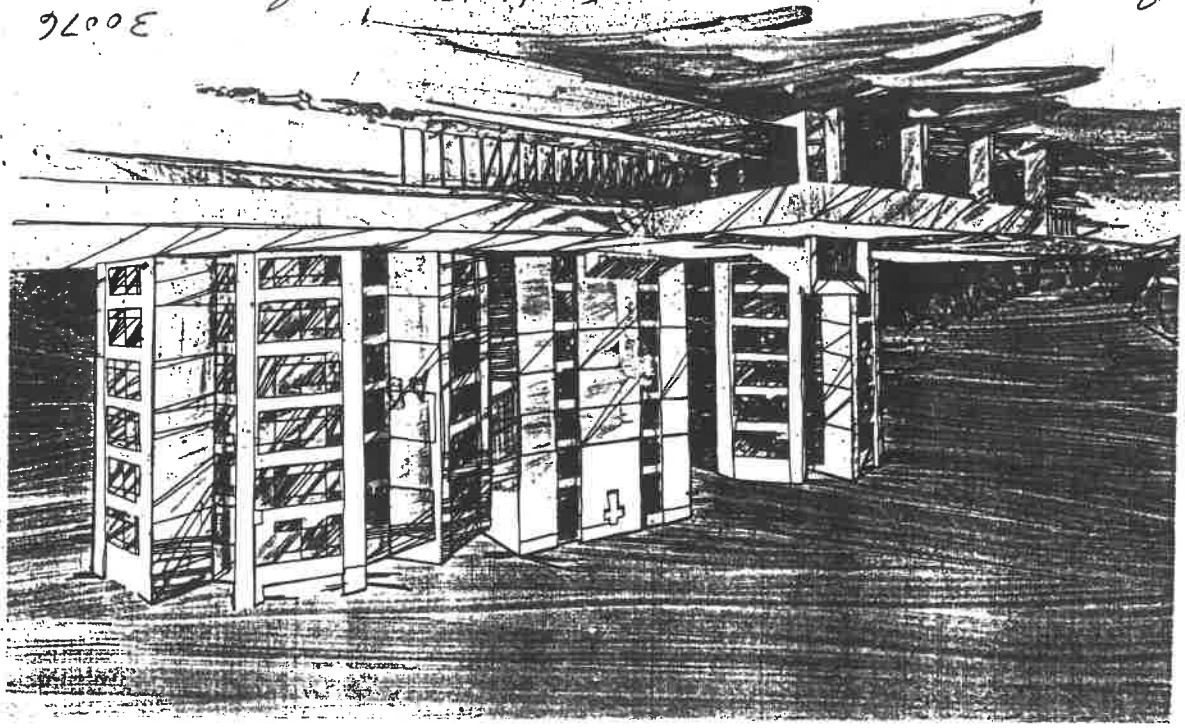
Thanks for the Bomber Baby Boom. Very glad to meet you.

Ed Overman

I was a Seabee in the O S Navy 44-46.

I also helped build the air stip for the Enola Gay on Saipan in the Marianas.


I Wish to join you all at the
50th anniversary Please send me
all the information and place & time
Where this will be held —
I was only 15 years
of age and very
small at the time
I did all the
jobs in the crawl space
& positions and locations
Thanks for the
Bomber Baby Boom
Ed Overman
very Glad to meet
you —
I was a Seabee in the O S NAVY 44 - 46



Ronald S. MEGARRY 230 Tenth Fairway Roswell, GA 30076

14 Nov 1990

SAINT JOSEPH'S HOSPITAL
Founded in 1880, Atlanta's first hospital serves the southeast with progressive medical care, individual spiritual support and professional, dedicated staff.
5665 Peachtree Dunwoody Road, N.E. Atlanta, Georgia 30342

Keep me posted on the Awards gala

Dear Geo. When I graduated in 1942 from Univ of Minn., BCE, I started Jan 2, 1943 in Omaha for Glenn L. Martin Assembly plant. We made the B-26, then modified as Navy/Blue Target Planes. Before I was drafted the first B-29 rolled out of Omaha in 1944

Ronald S. Megarry

RECEIVED 11-17-90

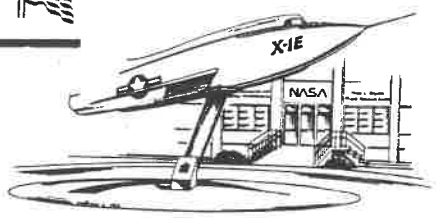
B-26 Marauder Hist. Soc.
Geo W. Parker
P.O. Box 1051
Columbia
MO
65205

Roswell
230 Tenth Fairway, GA 30076

68

DONALD E. BORCHERS
44215 NO DATE
LANCASTER, CAL.
93534

3-14-90



DEAR SIRS,

I WAS A SERVICE REP. FOR THE GLENN L. MARTIN ON THE B-26.

I WAS AT WRIGHT-PAT AFB EARLY 1941 DURING THE ACCELERATED SERVICE TEST. ON THE B-26

THEN WENT WITH THE 22ND BOMB GROUP UNTIL THEY WENT OVERSEAS IN MARCH 1942

WOULD LIKE YOUR INFO ON THE 50TH ANNIVERSARY OF THE B-26.

Sincerely,

Donald E. Borchers
44215 N. Date Ave.
Lancaster, Ca.
93534

(w) 3-1990

P.S. WORKED ON THE BALTIMORE - THE MARYLAND - THE B-26 - THE MARS AND THE PBM-5

Copy to Wench

Bernard Mallon
27 Hillside Ave.
Warwick, N.Y. 10990
6 June 90

B-26 MHS
P.O. Box 1051
Columbia, Mo. 65205

Gentlemen:

Per your letter in Air Classics, I would like more information on your organization. While I have never flown in one (indeed, I have never been in the service) or even seen one since about 1945, I spent about 20 years researching the ship, and contributed the first chapter and much other information to Roger Freeman's book, Marauder At War. At one time, I was the "specialist" on the B-26 for the AAHS.'

Like to hear from you.

Sincerely,

Bernard Mallon

70

ans 6/14/90 p

October 28, 1990

George W. Parker
B-26 MHS
P.O. Box 1051
Columbia, Mo. 65205

I am interested in receiving additional information regarding the 50th Anniversary of the B-26.

My tenure with the B-26 was at the Omaha Plant as an Inspector in Final Assembly.

Enclosed are copies of two pictures out of the Martin Paper from 1943. If you are collecting any memorabilia of the period and the aircraft, I would be willing to send the originals.

Thank you for the Anniversary information.

Berniece

Berniece H. Johnson
605 So. Phillips Ave. Apt # 1
Sioux Falls, So. Dak. 57104

1-605- ~~338-6918 (o.)~~ 334-4615 (r)

10-29-90

Encl.

Called her 11-1-90
She'll mail originals
to Gen. Maxwell

Contact to (o)
(Chuck Brooks
works w/ Warren Johnson
Hotel Associates

- Sent address to N. Price 8

11-1-90

71

COLLEGE OF B-26 KNOWLEDGE. In the upper picture is one of the many classes conducted by the Martin-Nebraska Company's education department. Various phases of production are studied with the idea of equipping employees with the information necessary to make them eligible for advancement. In the lower picture, from left to right, are K. W. Brown, H. P. Luckey, Education Director J. Willis Bagby, Dr. John H. Rohrer and T. D. Slater, all members of the education staff.

72

RECEIVED
11-1-90

RECEIVED 11-19-90

Edwin Davis
15454 Bayview Dr
Brookings, Or 97415

Mr George Parker; ans 11-19-90

I saw an article in our local paper on your intention's on the organization, I was born in N.C. went to an N.Y.A. School in Asheville N.C. Completed a Machinist Course, went on to Middle River Md and worked as an Apprenist Machinist for Glenn L Martin, I was Seventeen Years old at time, the Year was 1942 working the night shift, walked over a mile to work, about the Time they launched the Martin Mars, I am not sure the Plane ever did fly, it was on the line as the SPruce goose of Howard Hughes, I got disgusted and joined the marine's, was in the Marshall Island's, Majuro Atoll with the 1ST Marine defense battalion, 40 mm's & 50 Cal machine gun's, the CB's Punched out a little air STRIP, and a Marine Air wing came in with F4U Corsair's & B26 Marauder's. There was another Island near by WOTJA was the name of it, I'm not sure I spelled it Correctly, any way they used it as a target for Bombing & STraffing, I got a Chance to go Out on the B26, I had to Check Out a May West & Parachute,

73

and stand watch on one of the gun's, it was an exciting exprence, the F4U's we in revertments around our gun's, They were alway's coming with bullet hole's Through their wing's, just Patch them up go back out - my unit finally got relieved, we back to Pearl harbor, was assigned to the 4th Marine div on Mari, landed o Iwojima with the 14th Regement, after the war was over I returned to Camp Pendleton on the USS Colorado was in a TYPhoon, scared the hello out of all us, They I was shipped back to Camp Lejune and discharged. it was some exprence ....

I Came west, in 1946 went to work in the wood's here in Oregon, went on ABERDEEN, Wash worked there for 20 year's got injured in the wood's, They retired me, my wife & I have been married for 39 Year's. will Probally stay here the rest of our time. well George You fellows have fun maybe we can get together Same time would like to hear from You.

Thank you

Edwin Davis

JOHN D. BREMSTELLER
1013 SAN JACINTO BLDG.
HOUSTON, TEXAS 77002

713-751-0259

August 13, 1990

Mr. George W. Parker, President
Nationwide B-26 Marauder Historical Society
P. O. Box 1051
Columbia, Missouri 65205

Dear Mr. Parker:

The 8-10-90 edition of the Houston Chronicle printed the enclosed article. I am very much interested in the proposed Marauder gala to be held in Baltimore in April, 1991; and will make a determined effort to be there. Please send me any information you may have on this affair, or anything related to this wonderful airplane.

For your information, here is a capsule of my association with Glenn L. Martin Co. and the B-26:

1. I started as a typist-clerk in the "raw stores" dept. of Martin's and was assigned to their Canton (Maryland) warehouse facility. Canton served as a warehouse and detail parts plant; and especially, the development of the first Mareng cells (self-sealing tanks for B-26). The manager of the Canton plant, Harry M.Shealy, had me do some stenographic work for him and had me subsequently transferred from raw stores dept. to being his assistant of varying duties. My work with him consisted of typing, shorthand dictation, working on the first Mareng cells and stevedoring in the warehouse.

2. From Canton we moved to a temporary shack by the railroad at the Middle River plant. It was here where we created or nicknamed our shack "Little Omaha." In short we planned in conjunction with, Hudson Motor Car Company, Good Year Tire & Rubber, and Chrysler the final manufacture and major assemblies made by these companies, which were then shipped for final assembly to the New Ft. Crook bomber plant in Omaha.

3. Harry Shealy, Clarence Graham, Elmer Geist, and myself, and other key people manned the beginning of the Glenn L. Martin plant in Omaha.

It was a great and thrilling experience in my life and the enclosed announcement gave me a much-needed nostalgic uplift. Keep me posted.

Regards.

Sincerely,

Enclosure

76

Jan. 10, 1991

Dear George:

I started working for G.L.M. in Baltimore, Md. fall of 1940. I started as Assembler + riveter on Center Section Top Gun Turrett. Later they had me assemble Fins on landing glass on B-26's. Then my final move was working for Supt. Vince Porter drilling and installing Bomb-Bay door castings and Bomb Racks in B-26's I was Lead Man, 2nd shift on it. I also installed the cat walk on Forward section lower Center Section.

In spring 1942 they transfered me to Omaha, Neb. I worked as assembler for awhile. For Engineering dept, I cut 1st hole and installed the First astro Turrett in B-26's so they could Fly by the Stars. I taught others how to do it and modified Thousands of planes there. I finished my career with G.L.M. I worked on Propellers and Engines, installed air Speed indicators Tie Downs for Props and Wings. In

June of 1943, I was drafted into the Air Corp and that ended my service with G.L.M. I sure enjoyed all the experience I got working for them.

I would and will now please send me a folder or any news of Glen L. Martin Marauder I'm still interested.

Respectfully Yours
Joseph C. Hamm
3700 St. Mary's Ave
Lincoln, Nebr.
68502

RECEIVED
1-14-91
ans. 1-14-91

P.S. I would talk and talk on the B-26 Marauder. Please send me more information on what's going on. Thank You.

Dec ___, 1

George W. Parker
P.O. Box 1051
Columbia, Mo. 65205

RECEIVED 12-6-90

Dear Mr. Parker:

Living only 70 miles from the old Martin Co. plant, I was surprised to hear of the B-26 Marauder Historical Society in a Vermont weekly paper published near our summer cottage at Lake Willoughby.

I worked as a design engineer on the B-26 at Baltimore in 1940 and 1941, sat across from Peyton Magruder who drew the initial design concept and was the project engineer. I remember the first flight, Ed Dart an engineering executive gave orders no one was to leave his desk or drafting table, but almost everyone did!

At the end of 1941 I was transferred to the Omaha plant where the extended wing (71') B-26C was being design completed for production. As one of the initial group of 12 engineers that first transferred there I witnessed many of the assembly problems of major sections built by primarily auto companies although the wing outer panel was built by Goodyear. Ken Ebel, Chief Engineer and Chief Test Pilot came out to Omaha to make the first flight. I was on the second flight with him.

I will certainly want to attend the anniversary gala in Baltimore and will appreciate more detail including time and place.

Sincerely,

Keith Dentel

Keith E. Dentel

3661 Tallwood Terr.
Falls Church, Va. 22041
(703) 941-2020

ans
12-27-90
P
79

RECEIVED 12-7-90

B-26 Historical Society

Dec 3, 1990

Hi George

In your letter of Nov 19, 1990 you asked for More Names to send Information to. Please send to the following:

John Battle
RR 1 Box 423
Metropolis, Ill 62960

Sam Jackson
Box 122
Jay, OKL 74346

Ed Kenavan
230 E Mayer Street
Valley Stream, Ny 11580

Please send me the details and Addresses on the 394th I know Nothing!

Thank you

HARRY F. CLARK
2360 LAKE MARIE DRIVE
SANTA MARIA, CALIFORNIA 93455
805-934-3406

P-51 MUSTANG
1940 1990
SANTA MARIA MUSEUM OF FLIGHT

HARRY CLARK
[redacted] President

P.O. Box 1024
Santa Maria, CA 93456
805-922-9645

01/22/91

Richard J. Atkinson
Treasurer
B-26 Marauder Historical Society
8154 Frisco Way
Indianapolis, IN 46250

Dear Mr. Atkinson:

I recently learned about the B-26 Marauder Historical Society during a telephone conversation with Bryan Williman. I had responded to an advertisement which he had placed requesting information on B-26 photos etc. I had been a test pilot for Glenn L. Martin Co. on the B-26 and A-30 and was interested in what kind of a project he was contemplating.

I am President of the Santa Maria Museum of Flight, Inc. and I was looking at the 50th. Anniversary date of the first flight of the B-26 but it was too close to the P-51 Golden Anniversary Celebration which we had here Oct. 26, 27 & 28, 1990. Apparently someone was here from the B-26 M.H.S. When I saw a brochure and bumper sticker relating to your organization and asked where they came from I was told that someone was here and that they were planning something for the B-26. I was disappointed that I didn't know this because I would have enjoyed talking with them about their plans.

I am enclosing my check for $50.00 and trust that I will be able to join as a Supporting Annual Member. I would also appreciate receiving any information about the activities planned for April 18--21 in Baltimore. I am not ex-military and don't know if this is restricted to only military personnel.

Thank you for your assistance and best of luck in your endeavor to ensure that this great airplane receives it's proper recognition.

Sincerely,

Harry F. Clark

Harry F. Clark

80

2-11-91
I mailed canned letter
to him. LP.
(+ signed my name)

Copy + send to Esther

Forwarded 4-29-91

16 Belhaven Dr.
Baltimore Md. 21236
April 22, 1991

Dear Richard,

I am writing to let you know how sorry I am that I missed the B-26 reunion. I did not know anything about it till it was too late. I did not know about the B-26 orginization.

My interest in the B-26 goes back to 1942 when I became what was called a Flight Engineer/Co-pilot in the Glenn L. Martin Flight Test Dept known at that time as the Flying Branch.

Between '42 & '44 I accumulated over 400 hrs in the B-26. Of course I was not a first pilot but it was a grand experience

Two incidents occured during this period, one an inadvertant spin and another an unauthorized demonstration which got quite a bit of attention at the time.

I will relate these exciting developments as I think there are still a few people alive who remember them. Harry Clark is one, Paul Bianchi, Fran Boxler and Pappy Pitcher to name a few.

Most of the pilots are long gone, Elmer Gelvin Willie Leith and O. C. Zibbs to name a few.

I think Fred Bryant who was 1st Pilot during the big spin is also gone to the big hangar in the sky.

It all began when Fred Bryant, Dick Schroeder and yours truly took off in a brand new 26 on a production flight test. Fred was in the left seat, Dick was a new pilot and was in the right seat. Dick was the student pilot. I was roaming around in the aft bomb bay looking things over.

We had leveled off at 10000 ft with cruise power or I believe that was 2200 R.P.M. and 28" hg. as I recall this would give you about 190 MPH indicated, we had no load.

In order to get into the aft compartment behind the top turret it was necessary to remove your chute and crawl under the turret. This I had done, that is I had removed my chute and was just getting ready to move aft.

Suddenly the ship skidded to the right, I being ~~on~~, it skidded to the left then straightened out. Fred was throwing the ship out of trim with the ~~rud~~ rudder tab. Remember the coffee grinder between the pilots in the roof of the cockpit. This exercise was supposed to teach the student how to trim the ship for straight, & level. Next Fred told Dick, "now you screw me up," He did. He wound the rudder trim 15° to the stop. All hell broke loose. The rudder slapped against its stop. There was a violent skid to the right then there was a sickening drop of the left wing as it stalled completely. Fred was faced with a major problem. We were in a spin with cruise power on and a totally out of trim airplane.

was pinned to the floor of the bomb bay with my chute under me. I struggled to get it on but never did.

Meanwhile up front Fred is busy cutting power trying to get rudder trim to neutral and trying to gain control. We made three turns to the left then

the nose started to come up, we were screaming down, I thought for a second we might be coming out but no she stalled again and this time we were spinning to the right, two more turns. I gave up and prepared to meet my maker.

Finally at 2800 ft we came screaming out of a vertical dive. I'm not sure how fast we were going and I don't think anyone does. but considerable damage was done.

One nose wheel door tore off, wing tips were bent up about 15°. The ~~tail~~ tail was twisted at the aft escape hatch, but we were flying. Even the radio worked. Fred called for a straight in approach. The field was cleared and we sat down with out a bounce. We all climbed out and kissed the ground.

Dick Schroeder resigned that day and I never saw him again.

Fred Bryant went on to become chief test pilot of the Omahan division. He later had an old Stearman Reliant which was his last flying effort as far as I know.

The month prior Demo. I mentioned earlier was another unbelievable escapade.

I was in the co-pilots seat for this one. The pilot was Ed Colby. Ed died in a crash a few years after this incident.

We were setting on the flight line in another brand new B-26. I remember this one was not painted

it was shiny aluminum. We cranked up both engines and were about to taxi out when a long line of black limo's came slowly passed and parked in front of the admin. building.

Ed Colby ~~peered~~ peered through his coke bottle thick lenses and smiled. He recognized Haray Truman and Glenn L. Martin along with a whole group of dignataries. This was of course when Truman was a senator heading an investigation on defence plants.

We were cleared to runway 14. Normally we would make a high speed taxi run first then taxi back and take off. As I recall Ed asked for a second taxi run. I'm not sure why. I did not see anything ~~out~~ wrong with the first one.

We then took off. Ed held the Z6 low and we got up to a real good speed before clearing the end of the runway. We then made a fairly steep climb but not excessive.

Meanwhile a P-47 was beginning a high speed pass over the field a part of a planned show. It was going 180° to our flight path and much lower. Did you ever do a split S in a Z6? We did, and came roaring down on the P-47. Props full forward throttles all the way open. I saw 56" Hg and 3300 RPM and brand new engines besides. We passed the P-47 like it was stopped. Observers on

the ground said that two balls of black smoke poured from our exhausts. Other flight crews on the roof of the admin. bldg were hysterical.

At the end of the field we pulled up in a super steep chandelle then dove between the ad. bldg and hangar four. The guys in the tower dove down the ladder they were sure we were going to wipe out the building. This was the end of the show. Ed turned off the radios and we went out and did our 2½ hr production test flight.

Needless to say that was Ed's last flight for good old D. L. M.

I was questioned by O. E. Libbs but no action was taken, after all I was just a sand bag in the right seat.

This tale is true, not even the names are changed. I trust that after all these years no one will care.

This is a long letter and at 71 years my hand is not that steady any more. I hope if anyone is interested that they will be able to make out most of it.

I still play around with radio controlled models and speed time flights.

I would enjoy hearing from some of the old timers.

Sincerely,
Robert "Bob" Vernier

85

Nov. 13, 1991
2430 Rockbridge St
Vienna, Va. 22180

Mr. George Parker - President
B-26 Marauder Historical Society
P.O. Box 1051, Columbia, Mo. 65205

Dear Mr. Parker,

Recently I was reading my March 1991 issue of the E.A.A Warbirds magazine. I'm playing "catch up" since I'm about 5 months behind in my reading. I am a Warbirds member No. 90004.

I read the announcement regarding the B-26 Marauder Historical Society meeting in Baltimore, Md. April 18-21. Needless to say I was very late reading about it. I was sure surprised to know that there was such an organization celebrating the 50th anniversary of the delivery of the first B-26 to the Army Air Corp.

I was employed by the G. L. Martin Co from 1936 through 1947 and was actively engaged in the B-26 program as a mechanic,

Cy to Fitzmorris & Dick Schaefer 11/5-15,

86

crew chief and flight inspector (flight engineer). Later I became a tech. rep. assigned to Warner-Robins Air Base, Macon, Ga.; Banksdale and Lake Charles, La.; and Avon Park, Fla. I was there when the first B-26 flight was made on Nov. 25, 1940, S/N 1226 and when the last "26" was completed and tested in Sept 1946, "Tail End Charlie", tail No. 468254.

I am very interested in knowing more about the Society. I also understand from the Warbirds Newsletter of August 1991 that the Glenn L. Martin Aviation Museum was recently established in Baltimore, Md.

I would appreciate knowing more about the Society and Museum and would be pleased to hear from you.

Sincerely
Raymond E Bauer

87

other

Recd 14 Oct 91

Dear B-26 Historical Society,

I am very interested in WW II bombers, especially the B-17 Flying Fortress "MEMPHIS BELLE".

Among my favorite bombers are:
B-24 - "Lady Be Good"
B-26 - "Flak Bait"
B-29 - "Enola Gay"

I also like nose art. I have a big collection of different names of bombers.

My mom found out about you from a bumper sticker, and I would like to find out more. Please send me some information about your Society.

Yours truly,

Jared Sandifer

Baton Rouge, La.
6849 LaSalle Ave. 70806
927-5677

Ans 14 Oct 91

874

One misplaced letter.... (written in 1990 or 1991)

A fellow wrote about his employment at the Martin Company when he was about twenty years old in 1941 and 1942, as I recall.

He said a challenge was communicated to the B-26 test pilots from a nearby P-38 squadron. The P-38 unit was assigned to guard the east coast. The challenge was to see if the B-26 could keep up with the P-38 in a race.

The race was scheduled and the day it happened, many Martin employees witnessed the event. The writer said the P-38 could out-turn the B-26, but the B-26 ran away from the P-38 in the straight stretch.

This is the information stated in the letter as best I can recall. I know several copies of the letter were shared with other Marauder Men, so perhaps a copy will turn up one day.

LEP

ADDITIONS.....

July 1996 ed.

News release -- Letter-to-the-Editor sent to some 7,000 U.S. newspapers in June 1990. Also, copy of the feature story written by John Walters (397thBG/599Sq) , and the bumper sticker 50th Chairman Nick Chacos designed --all part of the promotion effort for the 50th GALA.

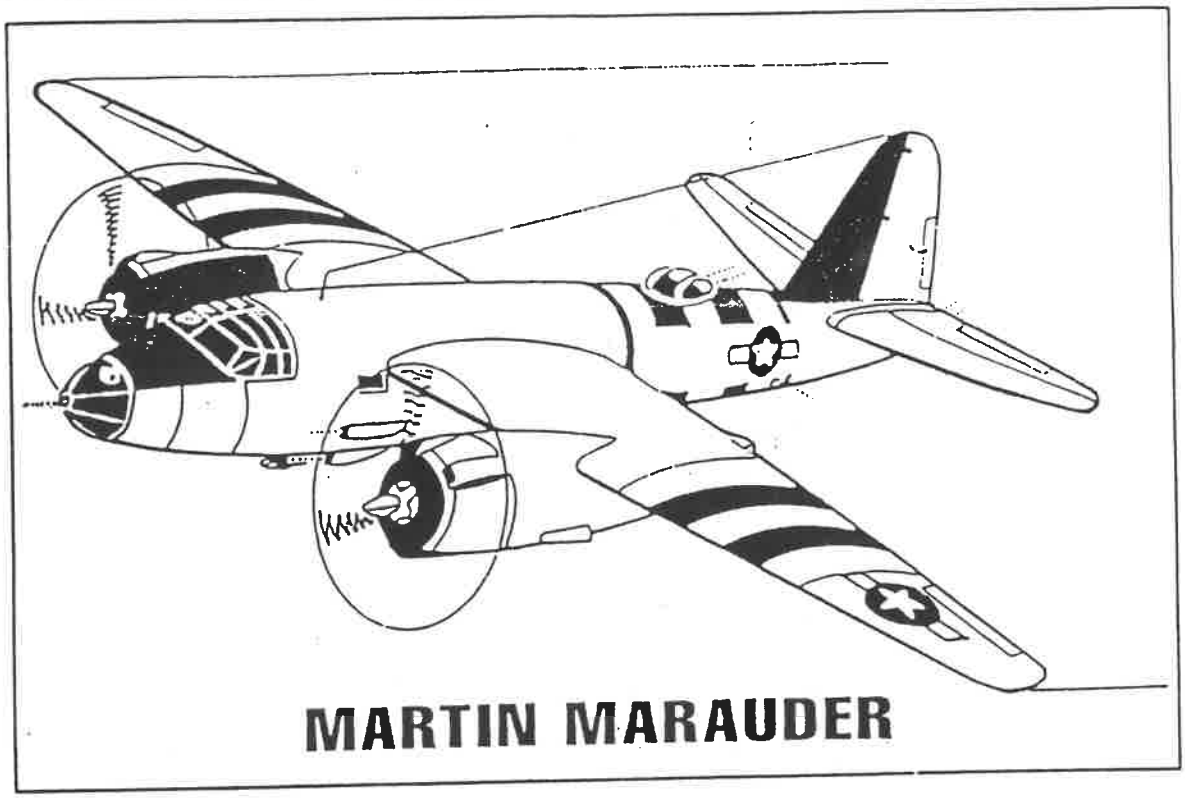
Letter and telephone inquires/response was so numerous that the volunteers resorted to canned letters to handle the workload. The return address was initially to George and Lois Parker, and later the address of 50th Chairman Chacos was added. Thus, most of these responses were answered by Lois and George , and Terry and Nick. Notations on some of the letters herein, show the names of others who were sent a copy of a particular letter. Usually where more information was requested.

The B-26MHS brochure used in 1988-91, copies of the 50th printed programs, a sheet prepared by Treasurer Richard Atkinson showing the major contributions/gifts that had been provided to museums and related activities. One of the major gifts was $5,000.00 to EAA at Oshkosh, where a B-26 display was established. Henry Runke (17BG) of Wisconsin chaired this project. Contributions from B-26MHS since its beginning 23 September 1988 to the 50th GALA, April 18-20, 1991 totaled approximately 64,000.00 dollars. Barbara and Dick Atkinson had every deposit, every check written on computer, and provided completed copies at Board meetings of all income and expenditures since inception of B-26MHS.

Current Information-- includes the 1996 B-26MHS Board of Director's roster; the 1996 brochure on the B-26MHS/Archive at Akron University (Ohio); and a sample front and back page of The Marauder Thunder, newsletter.

# #

A news release or letter-to-the-editor format of the item below has been mailed to some 7,000 newspapers. Responses have come from sons, daughters, nieces, nephews, widows and Marauder Men who have lost contact with others they served with in World War II. See you at the 50th celebration!



Marauder fans to celebrate plane

ARROYO GRANDE — People who had anything to do with the World War II Martin Marauder B-26 bomber are being sought by a new Marauder fan club for an anniversary party scheduled for next April.

The B-26 Marauder Historical Soceity, recently formed with George W. Parker of Columbia, Mo., its president, will sponsor a 50th anniversary gala in Baltimore, Md., said organization spokesman John B. Walters.

"The gala is for the purpose of celebrating the 50th anniversary of the delivery of the first B-26 to the Army Air Corps in 1941," Walters said, noting that Nicholas G. Chacos of Bethesda, Md., has been appointed general chairman of the gala, he said.

Walters said the historical society is attempting to reach everyone who had any connection with the B-26, including pilots, crew members, members of groups and squadrons, and those who helped design, build, inspect and maintain the aircraft.

"The B-26 Martin Marauder twin-engine medium bomber had the best combat record of any World War II aircraft," Walters said. "Though difficult to learn to fly, actual losses in combat were less than 1 percent."

More information about the organization or the gala in April 1991 may be obtained by contacting Parker at P.O. Box 1051, Columbia, Mo., 65205.

Page 2B Wed., Nov. 14, 1990 –Five Cities Times-Press-Recorder/Arroyo Grande, Calif.

50 Years Ago, a Marauder Took to the Skies

By Blaine Taylor

FIFTY YEARS AGO tomorrow, the very first B-26 Martin Marauder flew its inaugural flight from the field of the Glenn L. Martin Co. at Middle River.

According to J. K. Havener, author of the book "The Martin B-26 Marauder" and a pilot with 50 B-26 combat missions during World War II, "From the day of its inception, the plane was a controversial aircraft design. Critics charged that it possessed no margin of safety for crew members and was difficult to fly. Heavily armed and ruggedly built, the Marauder, however, was a fearsome adversary, and actual combat losses to Marauder units were fewer than those suffered by heavy-bomber groups."

In the end, the Marauder turned out to be the best and safest medium bomber of the entire war — but it very nearly was killed in its early days. Initially, the wings were not long enough, leading some wags to nickname it "the Baltimore whore" — with no visible means of support.

It even got to the point where the manufacturer, affectionately called "Mr. Martin" and "Glenn L." by former employees even to this day, 35 years after his death, had a furious row with then-investigating Sen. Harry S. Truman of Missouri over making the wings longer.

No one then guessed that Senator Truman would become vice president — much less president — and that, after the war, this adversarial relationship would begin the decline of the company in the next decade.

The plane had other nicknames, too, such as "the widow-maker" that caused "one [death] a day at Tampa Bay" because of the number of pilots killed in training trying to fly it in Florida. The reason was two-fold: the pilots were inexperienced and they were attempting to fly this "hot" ship as a fighter plane, not the medium bomber it was designed to be. The term "hot" refers to its speed at takeoff and landing, much above the norm for its day.

The plane was unique in the Army Air Corps annals in that it did not go through the normal review procedures but went right from the drawing board into production, and then from Middle River (and Omaha, Nebraska, its other assembly point) into actual combat, first in the Pacific where more experienced pilots loved it and fought hard to save it from being discontinued. Then it was on to North Africa, the Mediterranean and Europe, where it became one of the most used planes of the war of both the Axis and Allied Powers.

The day of its first flight out of Middle River, however, the pilot wasn't even sure it would fly at all, and told his flight engineer to pack parachutes in case they had to ditch the aircraft — "Old Gran' Pappy," serial number 40-1361 — and bail out over what is now Strawberry Point.

The pilot, William Ken Ebel, the company's chief engineer and test pilot, is dead, but his flight engineer, Al Malewski, still lives today in a suburb of Yuma, Arizona, and in a telephone interview recalled that scary early morning flight five decades ago.

"Ken told me to watch the gauges as we took off so he would know how fast we were going when we left the ground, but I was so nervous, I closed my eyes at that final moment, and told him later that my best guess was around 130 mph."

According to Mr. Havener, "The original specifications had called for a 19,220-pound empty and 26,625-pound gross weight, a 323-mph top speed, 26,400-foot service ceiling and a range of 1,800 miles. When Martin No. 1226 . . . took off, she actually weighed 21,375 pounds empty and grossed out at 27,720 pounds.

"Top speed attained on the test was 315 mph at 15,000 feet, the service ceiling attained was 25,000 feet, and the range had dropped to 1,000 miles at 265 mph with a 3,000-pound bomb load. Creeping engineering changes and altered specifications by the Army had taken their toll on performance. Unknown to anyone at the time, it would be a harbinger of what was to come."

Martin had decided to build the bomber as the Nazis overran Poland in 1939, and over the years it was made heavier, better-armed and given more armor plating and gun turrets. Without those modifications, it is highly likely that the German *Luftwaffe*, Italian *Regia Aeronautica* and Japanese Imperial Air Force would have shot down many more Marauders than they did.

But the Martin B-26 Marauder medium bomber survived — and so did Ken Ebel and Al Malewski to tell the tale.

Blaine Taylor, a free-lance writer, is a member of the Glenn L. Martin Aviation Museum.

The Baltimore SUN, November 24, 1990

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B-26 MARAUDER HISTORICAL SOCIETY

P.O. Box 1051 • Columbia, MO 65205 • (314) 874-3688

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(O) 301-652-5566
(FAX) 301-907-8242

January 15, 1991

To: Various Newspaper Editors

From: John B. Walters, P.R. Chairman

Ladies and gentlemen:

Enclosed is a feature article, of which I am the author, about the B-26 Martin Marauder, a World War II medium bomber.

This year marks the 50th anniversary of the delivery of the first B-26 to the Army Air Corps. The B-26 Marauder Historical Society will be sponsoring a 50th anniversary Gala on April 18-21 in Baltimore, MD.

When this airplane appeared on the scene in 1941 it was something "special" for its day. Historically it compiled a record unsurpassed in WWII combat. For those of us who had anything to do with it, it holds very unusual memories for us all.

I am a former B-26 pilot with combat mission experience. I am a free-lance writer currently and was asked to be the P.R. Chairman of the April Gala.

This feature article is being sent to many newspapers throughout the country. We have made an effort to not send the article to newspapers with overlapping circulation areas. Not being familiar with the geography of all circulation areas, however, in some isolated instances it might be we did overlap.

We respectfully hope that you will see fit to use the feature with its accompanying art work sometime soon.

Yours very truly,

John B. Walters

JBW:i
Encls.

John B. Walters
291 Red Fox Road SE
Cedar Rapids, Iowa 52403
(319)363-7395

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SAMPLES --- RE THE NEWS RELEASES AND
LETTER-To-The-EDITOR

Weatherford Democrat (Texas)
Nov 18, 1990:

B-26 anniversary gala is scheduled

The B-26 Martin Marauder twin-engine medium bomber had the best combat record of any World War II aircraft. Though difficult to learn to fly, actual losses in combat were less than one percent.

A new nationwide organization, the B-26 Marauder Historical Society, has been formed with George W. Parker of Columbia, MO as president. Parker announced earlier this year that the Historical Society is sponsoring a 50th Anniversary Gala to be held in Baltimore, MD in April 1991.

The Gala is for the purpose of celebrating the fiftienth anniversary of the delivery of the first B-26 to the Army Air Corps in 1941. Nicholas G. Chacos of Bethesda, MD has been appointed General Chairman of the Gala.

The Society is attempting to reach all who have had any connection with the B-26, including pilots, crew members, members of Groups and Squadrons, and those who designed, helped build, inspected and maintained the aircraft.

More information may be obtained from George W. Parker, P.O. Box 1051, Columbia, MO 65205.

Page 4—Columbia Daily Tribune,

June 23, 1990

OPEN COLUMN

Anniversary of bomber's beginning celebrated

Editor, the Tribune: A new nationwide organization, the B-26 Marauder Historical Society, will sponsor a B-26 Anniversary Gala. It will be held April 18 to 21 in Baltimore.

The event will commemorate the 50th anniversary of the delivery in 1941 of the first B-26 Marauder to the Air Corps by the Glenn Martin Co. of Baltimore.

All people who had anything to do with the design and building of the aircraft, who flew and maintained the aircraft or who were in any way connected with the aircraft are invited to attend.

For additional information, contact George Parker, president, B-26 MHS, PO Box 1051, Columbia, Mo., 65205; or Nicholas Chacos, chairman, 50th Anniversary Gala, 7917 Maryknoll Ave., Bethesda, Md., 20817.

John Walters
Cedar Rapids, Iowa

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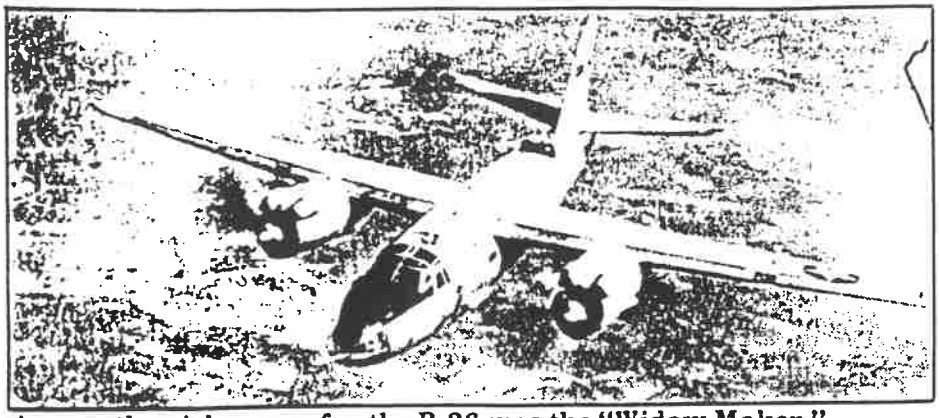

Among the nicknames for the B-26 was the "Widow Maker."

The B-26 Martin Marauder

John B. Walters

In 1939 the Army Air Corps sent out specifications for what appeared to be an impossible combat airplane to build. The Glenn L. Martin Co. in Baltimore had a 26-year old aeronautical engineer named Peyton M. Magruder. He was undaunted by the specs, which were for a twin-engine medium bomber with pursuit-ship speed up to 350 mile per hour. In addition, it was to have a 3,000 mile range, a service ceiling of between 20,000 and 30,000 feet and a maximum bomb load of 4,000 lbs. In 1939 those were unheard of requirements to put together all in one airplane.

Peyton Magruder and his project team went to work. On 5 July 1939 bids were opened. With a possible perfect score of 1,000 Magruder's Marauder won with a score of 813.6. Its closest competitor scored 673.4. This competitive victory gave birth to the Martin B-26 Marauder.

The Army Air Corps was in such a hurry for production to begin that the Martin Co. never even built a prototype for testing. Rather, the first B-26 off the line was the test model. It first flew on 25 November '40 and, incredibly, passed the tests. The first operational B-26 was delivered to the Air Corps in early 1941, just 50 years ago.

Hot

Because the aircraft was, for its time, so revolutionary in design, it was difficult to learn to fly. It had two huge 2,000 horsepower engines attached to very short 65-foot-long wings. It had a high gross weight which produced an extremely high wing loading on the short wings. Its huge propellors were the first four-bladed props used on bombers and they oftentimes "ran away" on takeoff. To achieve the 110-115 mph required for takeoff usually meant using all of the runway if any sizeable load was on board. Landings were accomplished with 150 mph on the approach, rounding out with touchdown at around 115 mph. In the early 1940s those characteristics made the B-26 a "hot" bomber.

Because of the new design's "hot" flying characteristics, plus the lack of experience of its instructors, the B-26 developed an excessive accident rate in training. At MacDill Field in Tampa, FL, the planes took off over the bay. There were enough training accidents that soon a rather exaggerated slogan, "A Plane A Day in Tampa Bay," developed about B-26s. The crews also gave the Marauder the dubious nicknames "The Widow Maker" and "The Flying Coffin." Because of the short wings, two other nicknames, "The Flying Prostitute" and "The Baltimore Whore," were given to the airplane because, the air crews said, it had no visible means of support. Some early B-26 pilots even clipped their coveted silver pilots wings.

With what was perceived as a high accident record and an unfavorable reputation, the B-26 became the target of a Senate Investigative Committee. The committee was headed by then-Senator Harry S Truman. At one point the committee recommended that production be halted. Thanks to a combination consisting of Martin Company report writers, seasoned B-26 pilots from the Pacific, Chief Test Pilot Vincent "Squeek" Burnett and Gen. James Doolittle, the Marauder survived extinction.

B-26s first went into combat action in the South Pacific and the Aleutian Islands. In those theaters they were used for low-level bombing and for launching torpedos on the Japanese Navy. Gen. Doolittle employed B-26s in the 12th Air Force from bases in Africa and the Mediterranean islands of Sardinia and Corsica.

It was in the Mediterranean Theater (MTO), and later in the European Theater (ETO), that the Marauder really came into its own. It was finally to become a true medium bomber, achieving great success flying in tight formation at medium altitudes of 10,000 to 12,000 feet. Targets were German rail yards, communication centers, airfields, supply dumps, oil storage areas and bridges. Formation pattern bombing proved to be accurate and effective. One group, commanded by an officer named Coiner, was known as "Col. Coiner's Bridge Busters."

Though takeoffs and landings were combinations of excitement, madness and sheer terror, all of us who flew the Marauder learned to respect and love her. We all used to say, "Once you get her in the air, she's a great airplane." The combat record of the B-26 proved that was true. In spite of heavy damage from accurate flak and fighter plane damage, more often than not the airplane brought us home. Combat losses were less than one percent, the lowest of any WWII combat aircraft.

There are still lots of us around who had some connection with the WWII B-26 Martin Marauder. A Marauder nation-wide Historical Society has been formed. Next April, 18-21, the Society is sponsoring a 50th Anniversary Gala in Baltimore, MD. Everyone who ever had anything to do with flying, maintaining, designing or building the aircraft is invited to attend the Gala. For information contact: the Society president, George W. Parker, P.O. Box 1051, Columbia MO 65205. □

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Armond Noble, Publisher; Michael Mark, LTC, USA (Ret.) Editor; Eileen Holleran, Ass't. Editor; Helen Noble, Advertising

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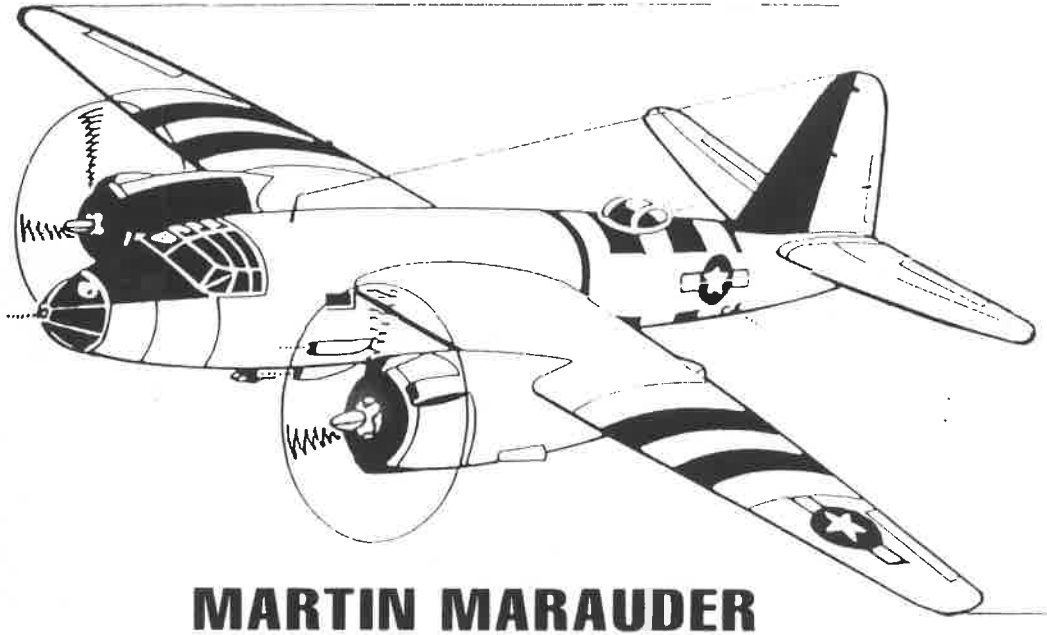
B-26

HISTORICAL SOCIETY

P.O. BOX 1051
COLUMBIA, MO. 65205



MARTIN MARAUDER

50TH GALA

BALTIMORE, MD.
APRIL 18-21, 1991

50th Chairman Nick Chacos designed this bumper sticker to promote attendance. Actual size approx 3" x 15"

Note: The original bumper sticker sent to all B-26MHS new members starting in late 1988 or early 1989 and this 50th Gala sticker were very productive. Numerous former B-26 people saw a sticker then wrote for information.

Actual Size

B-26

MARAUDER HISTORICAL SOCIETY

PO Box 1051, Columbia, MO 65205

Note: This was the first bumper sticker of B-26MHS. Size 3 3/4" x 7½", yellow vinyl with black letters. A sticker was sent to all new members and used to promote the Society. Many letters arrived saying, " I saw your address on a bumper sticker." Parker designed this in the fall of 1988, soon after the founding date of 23 September 1988 at DAyton, Ohio.

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B-26 MARAUDER HISTORICAL SOCIETY

P.O. Box 1051 • Columbia, MO 65205 • (314) 874-3688

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7917 Maryknoll Ave.
Bethesda, MD. 20817
397 BG/599 SQ
(H) 301-229-0781
(O) 301-652-5566
(FAX) 301-907-8242

Thanks for your communication.

Enclosed is a copy of our current pamphlet explaining what we are about.

Our treasurer forwards receipts, bumper stickers and the latest issue of our newsletter.

We would like your help in the contribution we are making to the history of WWII and particularly, regarding the Martin B-26. A membership application is enclosed.

If you would like to help in someway on the 50th anniversary for the B-26 to be held April 18-21 at Baltimore, Maryland, forward a resume and indicate any specificate task you would care to mention.

Sincerely yours,

George W. Parker
President

encl.

If you have not been in contact with your WWII B-26 unit, we maintain a roster of contacts for these units ... printed periodically in our newsletter.

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50th Martin B-26 Marauder Anniversary Gala

April 18-21, 1991 — Baltimore, Maryland

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MEMBERSHIP APPLICATION

YES, I want to support the B-26 MARAUDER HISTORICAL SOCIETY'S Charitable and educational contributions to the history of World War II.

Nat'l Sponsor Life Member	Life Member	Sustaining Annual Mbr	Supporting Annual Mbr	Contributing Annual Mbr	Annual Membership
____$1,000	____$300	____$100	____$50	____$25	____$10

Name _____ Tele: ____/____

Address _____ Your B-26 connection. Gp: ____ Sq: ____ Or: ____

_____ Zip _____ Date _____

Checks payable to: B-26MHS

Forward to: RICHARD J. ATKINSON
Treasurer
8154 Frisco Way
Indianapolis, IN 46250

The B-26 Marauder Historical Society

Martin B-26 Marauder Memorial USAF Museum, Dayton, Ohio

Final Dedication 23 September 1988

The first major monument for the B-26.

Originally conceived as a memorial to the 397th Bomb Group (M), those working on the project later felt it would be a mistake not to dedicate it to the airplane and invite all Marauder units of World War II to participate.

The 23 September dedication was the first time all B-26 units had met together. The founding of the B-26 Marauder Historical Society came out of this gathering.

Maraudermen expressed gratitude to President Earl Trull and the Memorial Committee Chairman Richard P. Ellinger of the 397th Bomb Group and the entire membership of the 397th for their initiation and completion of this memorial.

Esther M. Oyster, representing the 319th BG, was accorded the honor of making the official presentation to the museum. "Carolyn," the Confederate Air Force B-26 circled overhead.

B-26 MARAUDER HISTORICAL SOCIETY

Photo Courtesy, Fred Huston Collection.

"Those who would enjoy the fruits of democracy must be willing to bear arms in its defense."
Alexander Hamilton

HISTORICAL
B-26 MARAUDER
SOCIETY

1988

P.O. Box 1051
Columbia, MO 65205
U.S.A.

B-26 M.H.S.

PURPOSE:

To promote the B-26 Marauder, medium bomber of World War II for educational and historical purposes with the intent to insure that this aircraft receives its rightful recognition from a historical perspective, and to engage in activities related to such recognition and in keeping with the non-profit or tax exempt requirements imposed by the United States Internal Revenue Code.

NOTE: B-26MHS serves as an "umbrella" organization. It may be a service & benefit for all B-26 associations. Does not replace unit activities.

MEMBERSHIP:

To all persons who desire to support the purpose of the Society.

BY-LAWS PROVIDE:

- The president/chief executive officers of all World War II Marauder B-26 unit associations are invited to serve on The Advisory Committee.
- Annual audits of all funds; bonded treasurer.

B-26 Units/Organizations, WWII:

Combat Groups: 5thAF—22,38; 9thAF—322, 323, 344, 386, 387, 391, 394, 397, and 1st Pathfinder Sq. (Medium) Provisional; 11th AF—28; 12th AF—17, 319, 320; RAF 39th Sq. (Balkan AF); South African AF—21st SQ.; French Les Anciens Marauders; 21st Bomb Gp-Anti-Sub; 40th BG-Southern Command.

Combat Training & Other: 335thBG, Barksdale Field, LA; 336thBG, Avon Park & MacDill Field, FL & Lake Chas, LA; 477thBG MacDill Field; 444thBG Davis-Monthan Field, AZ; 462BG Smoky Hill, KS; Wilmington Warriors, 2nd Ferrying Gp—ATC; 30th Depot Repair Sq-England; 3rd Combat Crew Replacement Center, Toomebridge, Ireland; Glenn L. Martin Co Retirees; U.S. Navy JM-1 Units; B-26 Transition Schools: Del Rio, TX; Dodge City, KS; (Send additions to this list to B-26MHS).

GOALS:

I. *To promote a 50th Anniversary Gala Celebration for the Martin B-26 Marauder,* World War II medium bomber, in 1991 at Baltimore, Maryland. (The Martin-Marietta Corporation will be invited to co-sponsor this event). 50th Gala: **18-21 April 1991.**

II. *To supply pictorial and model displays for* museums, libraries and other organizations.

III. *To establish a repository(s)* for historical materials.

IV. *To establish a video tape library.*

V. *To support and corporate with the B-26 Squadron of the Confederate Air Force.* (POB CAF, Harlingen, TX 78551).

VI. *To support the acquisition of a Martin B-26 and the establishment of a museum* at Martin Field, Baltimore.

VII. *To support selected exploration efforts* to determine the availability of a B-26 aircraft for restoration.

Approved 22 April 1989

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	Esther M. Oyster - 319th BG, Ashland, Ohio
	Ralph Benhart - B-26 SQ, CAF Alamo, TX
	Robert L. McKean - 17th BG Baltimore, Maryland
	Bryan Williman - B-26 Enthusiast Freeland, Maryland

A charter member of B-26 MHS, who attended the dedication at Dayton, was Major General John S. Samuel, USAF (REt.). He commanded the 322 BG and flew in the famous "Flak Bait" is now resting in the Smithsonian institute.

Inscription *on the Martin B-26 Memorial, USAF Air Museum, Dayton, OHio, reads:*

ISOLATING THE BATTLEFIELD

The **B-26 Marauder,** developed by the Glenn L. Martin Company, was first delivered to the Air Corps in February 1941. Its high landing speed made it the 'hottest' aircraft of its time.

This medium bomber contributed to Allied victories in Europe, North Africa, the Aleutians and the Pacific. The largest number flew in Europe isolating the battlefield prior to and after "D-day."

By D-day, 6 June 1944, all major bridges in France scheduled as targets had been destroyed. The **B-26's** were the primary aircraft used to destroy railroad yards, roads and communication centers as well as bridges, limiting the enemy's mobility. After World War II, Hans Speidel, a respected German general, highlighted the work of medium bombers. "Destruction of railways was making regulated railway supply impossible as early as mid-May 1944...Lack of fuel paralyzed all movement. The Seine bridges below Paris and the Loire bridges below the Orleans were destroyed from the air before 6 June 1944."

The first B-26 Group assigned to the 8th Air Support Command, European Theater of Operations, arrived in England in March 1943. All B-26 Groups in the ETO as of 16 October 1943 were assigned to the 9th Air force:

322nd	387th
323rd	291st
344th	394th
386th	397th

Pathfinder Group

Other major B-26 groups included:
12th AF, North African and Mediterranean Theaters:

17th 319th 320th

5th AF, Pacific Theater:
22nd

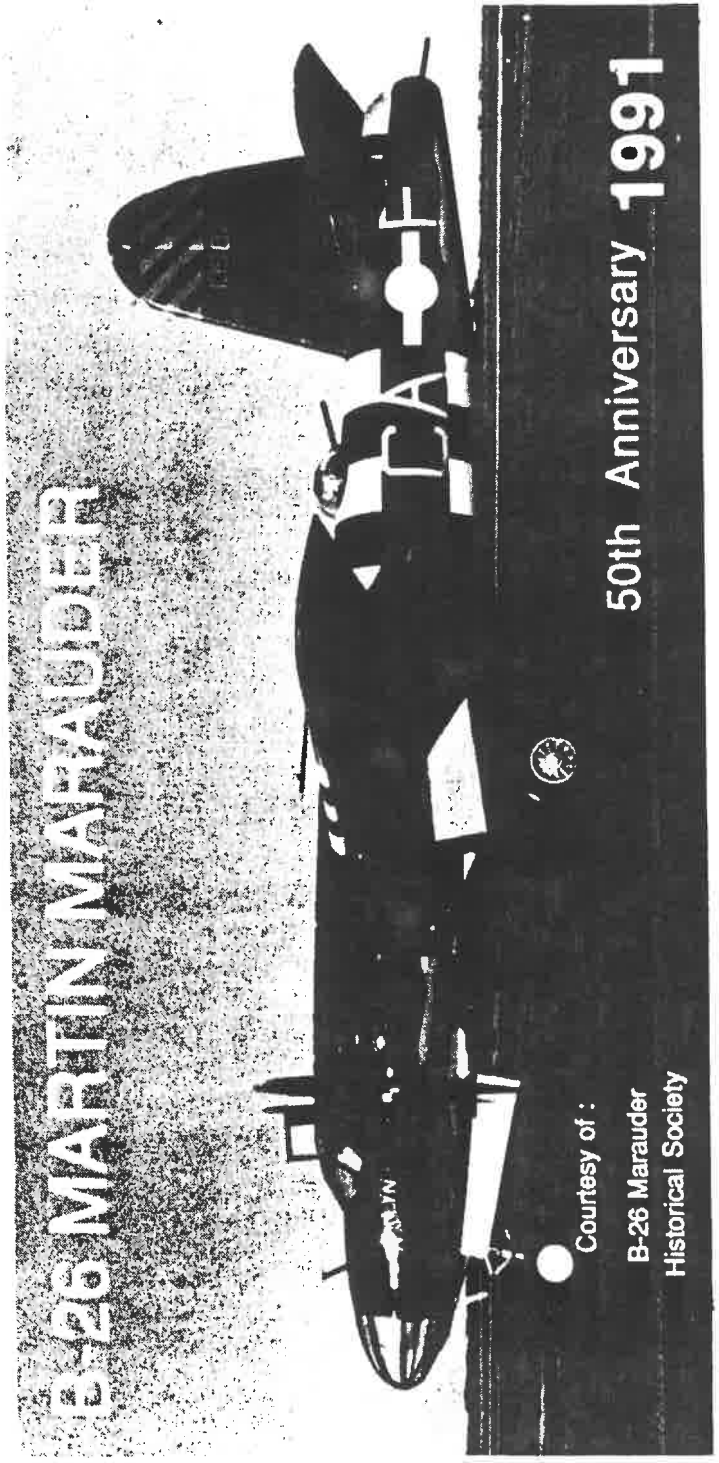
The 50th Anniversary Gala of the Martin B-26 Marauder Banquet Program

Thursday, April 18, 1991

Musical Prelude	Suzie Parker Nichols, Director of Vocal Music, William-Woods College, Fulton, Missouri
7:30 p.m.	Posting of the Colors USAF Color Guard Invocation Joseph R. Havrilla, Engineer/Gunner, 323rd Bomb Group Anthem of the Host Country
7:40 p.m.	Open Nicholas G. Chacos, General Chairman, B-26 Marauder 50th Anniversary Gala George W. Parker, President, B-26 Marauder Historical Society, Pilot, 397th Bomb Group Dinner
8:25 p.m.	Introduction of Distinguished Guests WELCOME Honorable Helen Bentley, U.S. House of Representatives from Maryland Roll Call of B-26 Units Nevin F. Price, Secretary, B-26 MHS, Radio/Gunner, 397th BG Remarks Group Captain Frank E. Doran, OBE; B-26 MHS Honorary Board, Pilot, 39 SQ RAF Assn, Sleaford, England Monsieur Robert G. Camby, Amicale des Anciens des Marauders, Pilot, Bordeaux, France
8:50 p.m.	Special Recognitions: Allen W. Stephens, Pilot, 397th BG To the builders of the Martin B-26: —The Designer, Peyton Marshall Magruder (1911-1981) Participants: The surviving sons of the Designer—Peyton Marshall Magruder, Jr., and Robert B. Magruder —The Glenn L. Martin Company (now the Martin-Marietta Corporation). Participant: Edward R. O'Neill, Jr., Awards Chairman, B-26MHS Acceptance for Martin-Marietta: Gerald Goodwin, Director, Aero and Naval Systems
9:10 p.m.	Presentation of the Croix de Guerre Colonel Luc Robin, Deputy Defense and Air Attache, French Embassy Acceptance: Gene Sidwell, Pilot, 394th BG, David Hill, Air Nat'l Guard, Pilot, 106th Air Rescue Group
9:20 p.m.	Premiere Showing of *The Story of the B-26*, Tad Hankey, Pilot, 386th Bomb Group
10:05 p.m.	Door Prizes/Announcements General Chairman Nick Chacos Retiring of the Colors GOD BLESS AMERICA FALL OF THE GAVEL

HISTORICAL B-26 MARAUDER SOCIETY

86



BANQUET. . . Baltimore Convention Center, Baltimore, Maryland

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B-26 MHS Awards Chariman
386th BG, 555 SQ

*Serves as Senior Archivist

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39th RAF Sq Association

**Serves as consultant and active volunteer on many B-26 MHS Projects, especially relating to history. A current project is *The Famous Marauders*, a pictorial history.

France

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President, Les Anciens
Marauder B-26

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Ober, Seymour M.
Obzansky, John J.
Orb, John A.

Messages . . .

. . . the President

I am delighted to send greetings to all those gathered to celebrate the 50th anniversary of the Martin B-26 Marauder.

The Marauder's legacy involves some of the greatest campaigns, leaders, and pilots in the history of military air power. During World War II, it took part in vital campaigns throughout Europe, North Africa, and Asia; and it significantly contributed to the Allied victory. In fact, the one airplane that flew more combat missions over Europe than any other Allied aircraft was a B-26. "Flak Bait," as she was affectionately nicknamed, is now part of the permanent collection of the National Air and Space Museum.

The B-26 and the crews that flew her hold a place of honor in America's military aviation heritage. I commend all of you for your efforts to preserve the story of this legendary aircraft.

Barbara joins me in sending best wishes for a most enjoyable and successful event.

George Bush

. . . Justice of the Supreme Court of the United States (Ret.)

I regret that health problems prevent my taking part in the 50th anniversary celebration of the B-26 Marauder Historical Society.

I think of myself as one of the original "Marauders," as I joined the 319th Bomber Group at Hardin Field, Louisiana, in August of 1942. Our group and a B-17 group were the first Air Force units to go into combat in North Africa against the Germans.

Please convey my best wishes to all present, and keep me advised of future meetings.

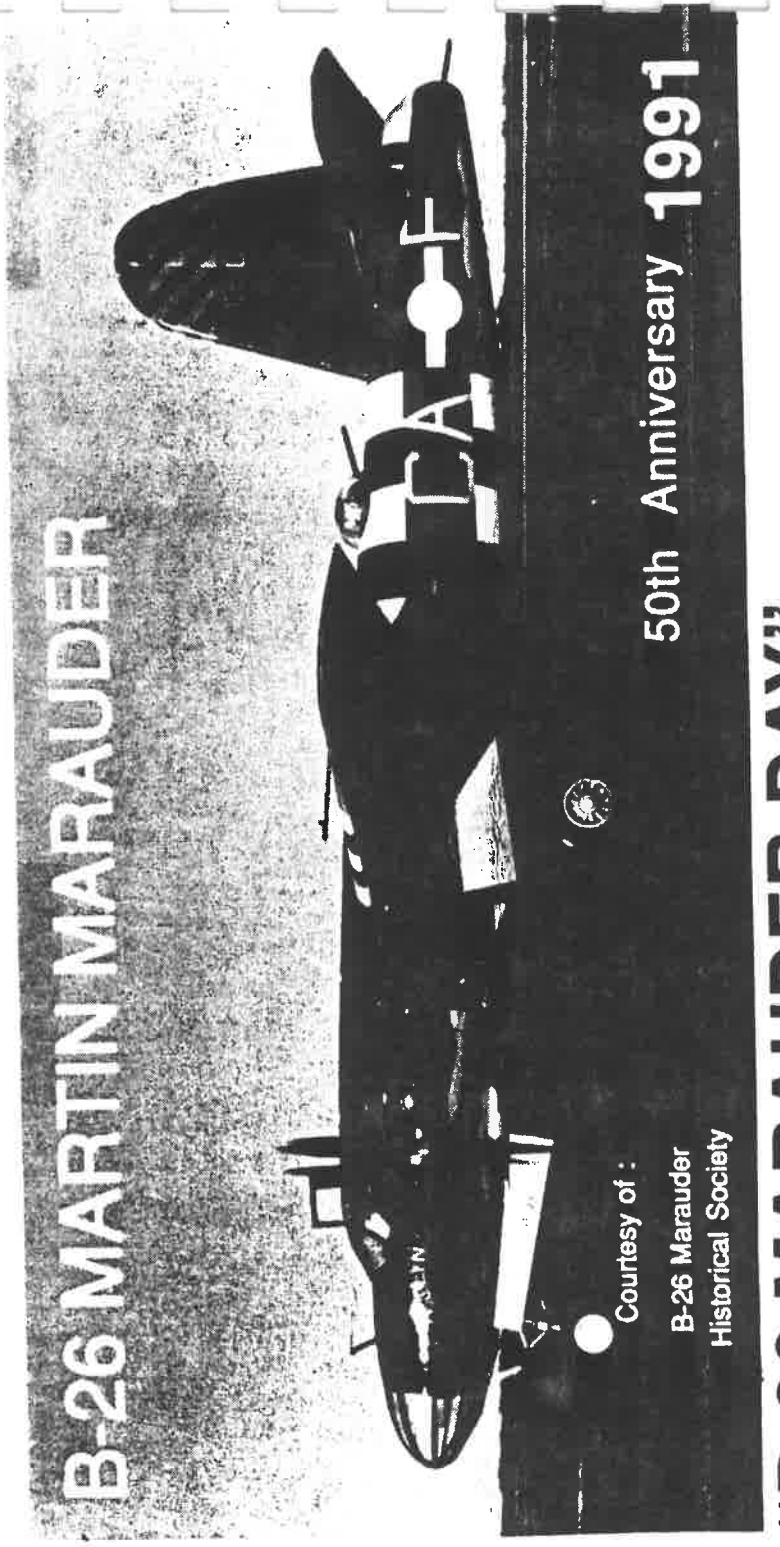
Sincerely, Lewis Powell

. . . Mayor of Baltimore

PROCLAMATION BY THE MAYOR OF BALTIMORE

. . . do hereby proclaim April 18-21, 1991, as "Marauder 50th Anniversary Days" in Baltimore, and do urge all citizens to recognize this historical event of our times.

. . . IN WITNESS WHEREOF . . .
22 January 1991 Kurt L. Schmoke, Mayor



"B-26 MARAUDER DAY" —Martin State Airport, Baltimore, MD

STATIC DISPLAY

- **Aircraft:**
  —B-26, "Carolyn" Confederate Air Force, Harlington, Texas
  —P-51, L-2 (Subject to Change)
- **A Martin Top Turrett**
  Operational, courtesy of the Yankee Air Force,
  John D. Golderer, Curator, N.E. Division,
  Yankee Air Museum

INFORMATION

- Buses to Martin State Airport from Baltimore hotels
  8:30-9:30 (buses will be shuttling back and forth throughout the day)
- First Aid Station and Info Booth.
  Civil Air Patrol Volunteers.

THE PLATFORM PARTY

Although an incomplete list at press time, distinguished guests, not otherwise shown on the program, include: Ambassador Harry H. Schwarz, South Africa Embassy; Honorable Alfred W. Redmer, Jr., Maryland House of Delegates; Colonel Robert B. Magruder, U.S. Army—son of B-26 designer, Peyton M. Magruder; Colonel David Trettler, USAF—Air Force Historian representing Secretary of the Air Force, Donald B. Rice and General Merrill A. McPeak, Chief of Staff; Mrs. Evelyn Burnett, Curator John D. Golderer, Yankee Air Force Museum; President Beatrice Bouvier-Muller-Am. 9th AF Normandy Airfields Assn., B-26 MHS Honorary Board members—U.S. Air Force Generals retired: John O. Moench, Roger K. Rhodarmer, John S. Samuel and Henry Newcomer.

PLATFORM PARTY COORDINATORS

Bryan William, President, Glenn L. Martin Air Museum; Director, B-26 MHS.
Elden G. Shook, Pilot, 394th BG
Jack Warfield, Pilot, B-26 MHS 50th Committee
Gene DiGennaro, "B-26 Marauder Day," Co-Chairman
Joseph Gregorius, Memorial Plaque Chairman, Pilot, 397th BG

Life Members (Cont.)

Oyster (Harold), Esther
Pedersen, Robert H.
Reisdorf, Benjamin
Renucci, A. Jacques
Ridenour, Albert R.
Robinson, John H.
Roquemore, William A.
Sadler, Charles B.
Schmit, Norman J.
Scott, Michael Jay
Seiberling, William H.
Sgarlat, Frank A.
Shoemaker, Floyd H.
Skarles, James G.
Slovachek, Charles E.
Smith, Arthur L.
Stanley, Daniel G.
Teeter, Harold E.
Theobald, Jule S.
Thompson, Edward L.
Tillman III, Cassius L.
Trull, Earl L.
Ward, Robert E.
Williams, Daryl (Red) R.
Williman, Bryan
Windham, Ewell G.
Wise, Frederic M.
Woolridge, Ashley E.

Life Members (Deceased)

Fitzgerald, Jr., William R.
Udick, Robert E.

A Special **TRIBUTE** to **CAPT. DARRELL LINDSEY**, Pilot, 394th BG.
Congressional Medal of Honor Winner (Posthumously).

50th ANNIVERSARY GALA

"B-26 MARAUDER DAY"
SATURDAY, 20 APRIL 1991

PROGRAM

Band Prelude	Bandmaster Bill Healey & the Boumi Shrine Temple Brass Band
MC	Richard J. Atkinson, Treasurer, B-26 Marauder Historical Society; Radio/Gunner, 397th Bomb Group.
11:00 a.m.	Posting of the Colors . . . U.S.A.F. Color Guard Anthem of the Host Country
Introductions	President George W. Parker, B-26 Marauder Historical Society; Pilot, 397th Bomb Group
Welcome-remarks	State Senator Thomas Bromwell, (8th Dist.-MD) Harry Mettee, former Manager of Master Planning, Martin-Marietta Corporation, 48 year employee-retired

Unveiling of the B-26 Memorial Plaque

Robert W. Blair, Pilot, 73rd SQ, Aleutians
Robert L. McKean, Radio/Gunner
17th BG, N. Africa/Mediterranean
Robert L. Harwell, Pilot, 344th BG, Europe
John A. Augustine, Pilot, 22nd BG,Pacific
Lyman H. Eddy, Sr., Pilot, S. Pacific
Robert G. Camby, Pilot, French AF, 1/22BG/MAROC
Frank E. Doran, Pilot, Great Britain-RAF 39 SQ
Jack Millin, Navigator, S. African AF, 3rd Wg, 12 SQ
Robert E. Pulfrey, Pilot, Dir. Flying Trng,
Dodge City, Kansas
Raymond S. Nessly, Engr/Test Pilot, Martin Co.

Presentation of Plaque to the State of Maryland	Colonel Hugh H. Walker, USAF (Ret.), Vice-President, B-26 MHS, Pilot, 391st Bomb Group
Acceptance	Secretary, Maryland Department of Transportation, Mr. O. James Lighthizer
In Memorium to those who built, flew and maintained the B-26 Maurauder	Harry P. Guinther, Radio/Gunner, 386th BG
TAPS	
11:45 a.m.	Retiring of the Colors
12:30 p.m.	B-26 Marauder Fly-By Buffett Lunch

This bronze plaque sculptored by Chris Scala of Orlando, FL, will be installed in The Administration Building at Martin Airport. Scala also sculptored the six foot wing span bronze B-26 shown below.

Dedicated 23 September 1988. USAF Air Museum, Dayton, Ohio; The first major memorial for the B-26 Marauder. Project Chairman: Richard P. Ellinger, Pilot 397th Bomb Group, 599th Sqdn.

ACKNOWLEDGEMENT WITH GRATITUDE
TO THE FOLLOWING FOR THEIR GENEROUS SUPPORT OF THE
50TH ANNIVERSARY OF THE B-26:

Martin-Marietta Corporation
Bethesda, Maryland

Freeport McMoran Corporation
New Orleans, Louisiana

THE B-26 MARAUDER STORY

World War II Medium Bomber

One of the greatest bombers of the war from the standpoint of durability, versatility, speed, power and precision in bombing, the B-26 Marauder beginning in March 1942 fought in the Pacific, North Africa, the Mediterranean, Italy, France, Holland, Belgium and Germany.

A total of 5,266 were built by the Martin Company, of which 1,585 were built in the Omaha, Nebraska, plant and 3,681 in the Baltimore plant.

Bill Gunston, in his book on Combat Aircraft of WWII, said this about the B-26:

"With its background of leadership in bomber design, Martin pulled out all the stops to win the 1939 Medium Bomber competition of the U.S. Army, and boldly chose a wing optimized for high-speed cruise efficiency rather than for landing."

The Martin Company won the contest and 201 aircraft were ordered off the drawing board . . . on 5 July 1939. The first flight was 25 November 1940.

Designer Peyton Marshall Magruder designed a medium bomber faster than the fighter planes of the time. The B-26 could claim many firsts. Here are a few:

First to use . . .
. . . four-bladed propellers
. . . weapons pods
. . . all-plexiglass bombardier's nose
. . . a power-operated gun turret (This turret was later used in the B-25, B-17 and B-24)
. . . rubber self-sealing fuel tanks

In the early years of the B-26, accidents at training bases became alarming. The "Truman Committee" of the U.S. Senate investigated.

Some of the leaders responsible for "saving" the B-26 include General Samuel E. Anderson, 9th AF Bomber Command and Colonel Herbert B Thatcher, Commander of the 323rd Bomb Group.

B-26 losses in combat were less than one-half of one percent, the lowest of any Allied bomber. More than 250 Marauders completed 100 missions each. One, "Flak Bait," was the first Allied bomber to complete 200 missions (322nd Bomb Group, European Theatre).

Major General John S. Samuel, B-26 MHS Honorary Board member, was the commander of the Group when the 200th mission was completed on this aircraft. "Flak Bait" is the only WWII bomber displayed in the Smithsonian Institute today.

B-26 Data: First delivered to the Air Corps 25 February 1941. Final delivery March 1945. USERS: France, South Africa, UK(RAF), U.S. (AAF & Navy). Tow Target/utility versions were designated AT-23 (AAF) and JM-1 (Navy). Wing Span: 65 feet (B-26—B-26B4); 71 feet all later models. Gross weight 37,000 lbs. The short wing models: High Speed—323 MPH; Cruising—258 MPH. Engines: Two Pratt & Whitney R-2800, 18-cyl; 2,000 hp each. Crew: five to seven. Range: approx. 1,200 miles. (Note: The Douglas A-26 Invader after WWII, was designated "B-26"—So, any "B-26" used after about 1947 was probably the Douglas one.)

B26 Marauder Historical Society

TO ENHANCE THE MEMORY OF THE MARTIN MARAUDER, WE HAVE DONE THE FOLLOWING:

1.	CONFEDERATE AIR FORCE - Sponsorship of Carolyn	$ 3500
2.	EXP. AIRCRAFT ASSOC. - Display Area, Oshkosh, Wisconsin	5000
3.	BIBLIOGRAPHY - To place info on all B26 Printed Material in approx 2800 libraries	6000
4.	COMBAT AIR MUSEUM (Topeka) - Display Area etc.	1000
5.	MODELS/PICTURES ETC. - To place same in Libraries, Museums etc. - Some of those are: Eisenhower Pres. Library - Flying Tigers Warbird Mus. Nat'l Warplane Museum - Battle of Normandy Museum American Air Museum,Duxford,Eng. - USAF Museum,Dayton 11th AF AAF Assoc. Monument	5115
6.	VIDEO TAPE PROGRAM - Thru Dick Ellinger's efforts, the MHS will make a profit on tapes while adding to the historic preservation of the B26 Story.	0000
7.	MHS ASSETS - Computers, FAX and Video used by MHS	15847
8.	NEWSLETTERS(4) - Sent to all known B26 Men	18000
9.	PROMOTIONAL ITEMS - Bumper Stickers, Lapel Pins etc.	5614
10.	INTANGIBLES - Providing unit and "Buddy" information, rosters for meetings,general feeling of Good Will and camaradarie among all B26 Men.	????
	TOTAL	$60076

The MHS Board of Directors

(Prepared by Treasurer Richard Atkinson for distribution at the 50th Celebration, held April 18-20, 1991)

11. B-26 bronze, plaque - Martin Arpt Adm Bldg... (approx) 3500

ROGER L. BEERY
28214 EQUESTRIAN
BOERNE, TEXAS 78006
(512) 698-2144

April 5, 1991

Mr. George W. Parker
B-26 MARAUDER HISTORICAL SOCIETY
P. O. Box 1051
Columbia Mo. 65205

Dear George:

I was glad to hear of your using one of my shots of "Carolyn" for your program. I would really appreciate your sending me 2 - 3 copies for my files.

I was interested to read that the famous English aviation artist Robert Taylor's newest release (in April) will be "Stormbirds Over the Reich" -- a B-26 formation under an Me262 attack over southern Germany, April 1945. You might find it interesting!

I hope your 50th Gala is a great success--and I'm glad I could be a little part of it.

Sincerely,

Roger

Roger L. Beery

Ps- My daughter's name is CAROLYN - but She came along about 25 years before Capt AF discovered theirs!

R

BOTNA

BUDDIES OF THE 9th ASSOCIATION

Robert B. Mynn
The Dell
Kiln Hill
Ixworth
Suffolk
IP31 2HW

ROBERT B. MYNN
THE DELL
KILN HILL
IXWORTH, SUFFOLK
IP31 2HW
(0359) 32514

1 June 1991

Dear George,

It was great to get your letter, really nice to hear from you and it was good to meet YOU TOO in Baltimore. I'm afraid we didn't get any time to talk, but then, it was that kind of event.

I thought the Gala was one of the best celebrations I have attended, a pity that Carolyn turned down our company, a time to remember that she IS just a machine, and not the near-human head-turner we think her.

Taking the opportunity to meet all the fine guys that were, up to then, just "postage stamp buddies", was an unforgettable experience, and I so much enjoyed talking to everyone. I am forever grateful that the thoughtfulness of a friend enabled me to be there and would have felt much deprived if I hadn't.

Thank you for the material you enclosed with your letter, I must have missed out on the "silver" Marauder Anniversary sticker, the one you sent is now fixed to the windshield of my little Renault. The big Gala sticker was too big for my bumper, so I cut it down to fit the windshield, I have the most B-26 associated car in the land.

I hope that if you visit England before '92, you will plan to look Olive and I up, otherwise, see you in '92.

Tell your daughter that if she feels like making a trip into the country some time, we would be happy to see her, my phone number is (0359) 32514.

Sincere good wishes,

SPECIAL CONSIDERATIONS

Here are some things to think about:

▶ The Marauder archive at The University of Akron is not a museum; however, it will retain and display smaller memorabilia that lends an historical dimension to the archive. For other historical things, we have as a secondary archival and museum point the San Diego Aerospace Museum. And we have affiliation with a host of other high class facilities in the United States and overseas. To a bottom line, we can perceive of nothing that our system cannot handle and do it professionally - The University of Akron is the management point of all this.

▶ In special circumstances, a donor may restrict the use of an item deposited in the archive system. In unique cases, the donor may request that the deposited material be closed (not made accessible to researchers) for a specified period of time. All such arrangements must be coordinated with the Director of the archive.

▶ Donations of archival materials to the archive may be tax-deductible in accordance with IRS guidelines. The B-26 Marauder Historical Society and its archive (The International Archive of the Martin B-26 Marauder) are 501(c)(3) activities. Neither the Historical Society nor the archive, however can make appraisals of archival materials donated because of their role as a receiving depository and interested party. Any value assessment of such materials should be made by the donor or qualified third parties in accordance with IRS guidelines.

▶ Donations to The International Marauder Endowment (T.I.M.E.) – a funding support for the archive – are tax deductible in accordance with 501(c)(3) and related IRS guidelines. AND LET US REMIND YOU THAT NOTHING IN THIS WORLD COMES FREE – WE DO NEED YOUR FINANCIAL SUPPORT! Contributions to this endowment should be addressed to:

T.I.M.E.
The University of Akron
Department of Development
Akron, OH 44325-7238

▶ In accordance with standard archive and tax practices, acceptance certifications and other support documentation will be provided as necessary.

Kindly send your archive materials to:

Director, International Archive of the
Martin B-26 Marauder
The University of Akron
Akron, OH 44325-1707

901

MEMBERSHIP APPLICATION or RENEWAL

YES, I want to support the **B-26 MARAUDER HISTORICAL SOCIETY** in achieving its goal of preserving and projecting the history of the men and women who built, maintained, supported and flew this famous aircraft, and all those who devoted themselves to the training of its ground and air crews.

Nat'l Sponsor	Life	Sustaining	Supporting	Contributing	Annual
[ ] $1000	[ ] $200	[ ] $100	[ ] $50	[ ] $30	[ ] $25

Name _____ Tel _____/_____

Your B-26 connection (Gp, Sq, ORG, other) _____

Address _____

_____ Zip _____

If applicable, Applicant is (Son, Daughter, friend) of: _____

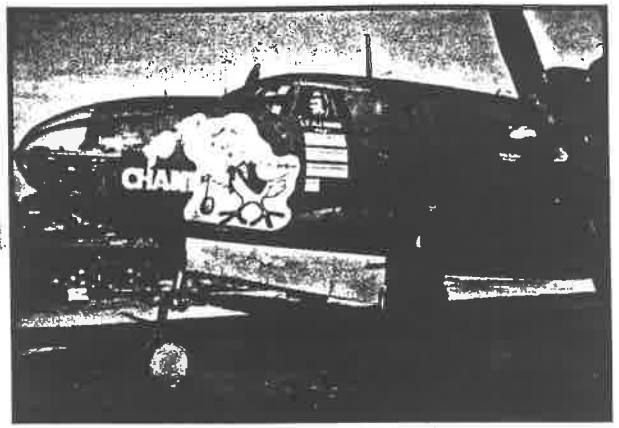
Please make checks payable to: B-26 MHS
The B-26 MHS qualifies as a 501(c)(3) tax exempt, not-for-profit organization
All donations are tax-deductible to the extent IRS Guidelines permit.
Form 08 DT 4/95

Mail to: Nicholas G. Chacos
7917 Maryknoll Ave.
Bethesda, MD 20817

The Martin B-26 Marauder

An Outstanding History

B-26 Marauder™
Historical Society
USAAF-USN-USMC-RAF-SAAF-FFAF



THE INTERNATIONAL ARCHIVE OF THE B-26 MARAUDER HISTORICAL SOCIETY

1996

The University of Akron

The story of the Martin B-26 Marauder is most extraordinary. When it was introduced in 1940 and pushed into production straight from the drawing board, it was the most advanced medium bomber in the world. But its operation required skilled handling by experienced and confident personnel - which, in the turmoil of World War II mobilization, was not always there. Mechanical problems added to the equation and, initially, the combined factors led to a disturbing accident rate.

Soon the Marauder obtained a reputation that it was too dangerous to fly and it accrued nicknames such as The Flying Coffin, The Flying Prostitute, The Widow Maker, The Baltimore Whore, and more. And then came a Senate "Truman Committee" that concluded that the aircraft should be trashed. In the meantime, the Marauder was in combat in the Battle of Midway and beyond and was performing with excellence.

Rushed to Australia and other Pacific points, the Marauder assisted in stopping the advance of the Japanese. In the Aleutians, operating in the worst of weather and out of the poorest of facilities, it again performed outstandingly. Then it was thrown into the North African campaign where there, and following in France and beyond in USAF, RAF, and SAAF units, it accumulated a distinctive record. In England, eight Groups of Marauders would become the major element of the IX Bomber Command. There, initially made a part of the Eighth Air Force and against much advice to the contrary, they were ordered to attack at low-level and without fighter escort. On the second such raid, none of the attacking Marauders returned. Thereafter, B-26s were employed at medium level although in later phases of the war these units went into the attack "on the deck."

Eventually, a number of Marauders were used to equip units of the Free French Air Force (FFAF).

Throughout the war, many attempts were made to cancel the Marauder production and otherwise to get rid of the B-26s. But all such efforts failed. Then, when the war came to an end, the bulk of the surviving B-26s were summarily destroyed. That event, coupled with a wartime media restriction that often covered the Marauder operations in the sense that "they also flew," left many to conclude that the history of the Marauder was not worth preserving and telling.

WE INTEND TO PROVE THEM WRONG!

Purposes of the B-26 MHS

To ensure that the Martin B-26 Marauder receives its rightful recognition as the premier medium bomber of World War II, and therefore its proper place in the history of the War.

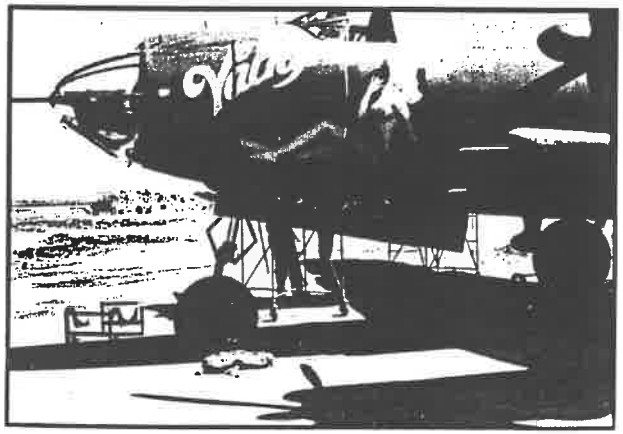
Establish an Archive at the U. of Akron, to collect, hold and preserve the audio, written and photographic records and memorabilia of the whole Marauder community.

Establish The International Marauder Endowment (T.I.M.E.) in order to fund the Archive and its activities in perpetuity.

Maximize membership in the Society throughout the Marauder community, and to promote continuing fellowship among all surviving Marauder men and women, their families and descendants.

Represent all Marauder Men and Women, their units and associations equally, in the crusade to right the misrepresentations that exist regarding them and their beloved and revered aircraft.

Optimi Optimorum!



The University of Akron Archives

The University of Akron is a large, state-assisted university located in northeast Ohio. Founded in 1870, it offers a wide range of academic programs ranging from Associate Degrees to Doctoral and Professional Degrees.

University Archives are part of the University Libraries, and a guiding principle is that all parts of the collection work together to assist the University in achieving its mission of teaching, research, and public service.

Located in new facilities, University Archives houses a wide range of collections. In addition to the International Archive of the B-26 Marauder Historical Society, there are many other major collections.

An Archive can only be as good as the materials it holds. The purpose of an archive is to hold, index, store and protect, and make its collection available to scholars and others.

Donors are the essential element in any Archive, and the potential donors to this collection include every person or organization in any way associated with the Marauder.

History is made up of the activities and contributions of everyone. In the case of the Marauder, it embraces such diverse groups as Martin Company managers and workers, subcontractors, training personnel, maintenance crews, ferry crews, operational personnel, cooks and bakers, guards, administrative and medical personnel, air crews, commanders, and many others. It also includes the families of such persons as "they also served."

The Archive is especially interested in acquiring materials that tell of the human side of World War II. Items such as diaries, letters, personal accounts, photographs, military orders, manuals, maps, souvenirs and anything else relating to the conduct of World War II will add a new dimension to future study of World War II and the times in which it was fought.

Nothing is without value, and everything will add to future understanding.

The
Marauder Thunder
Vol. 3, No. 5 Dedicated to Communicating with Marauder Men June 1996

Second Generation Surfacing!

Two recent letters from second generation Marauder Men indicate that there is a genuine interest amongst non-WWII veterans in pursuing our determination to preserve the history of the Marauder and the men and women who were associated with it.

Help Offered

More important than their interest is the sincere offer to "help" that was included in these letters

One from J. Mark Swann says, "I would like to take this opportunity to offer my services to the Society in any way possible. I can provide a warm body a fairly sharp mind along with the interest and ability to keep the Thunder and what it represents alive and informing."

One from Brian Biggs says, "I do not know if I have any useful skills or talents that could be put to use... I have some time, enthusiasm, and some skills with IBM compatible word processing, spread sheet and data base software. I could perhaps help with data entry, letter writing or assisting in information organization."

We Can Use Help!

Brian Biggs has been invited to join the WAMM (Washington Area Marauder Men) to help with the planning for the MM-99 Event; Mark Swann has been referred to Ben Pressburg for possible assistance in the Marauder Who's Who. If these are not the proper areas of assistance for these men, an appropriate niche can certainly be found.

Others Are Helping

These two are not the first to offer help. Bob Magruder, son of Peyton, is younger than the Marauder itself so obviously qualifies as a "Second Generation Marauder Man." He is an active member of the MHS Board and very involved in planning for the MM-99 Event. Bob's initial interest in the Marauder was an obvious pride in his father who designed our revolutionary airplane.

Ben Pressburg, as was announced in the last issue of the *THUNDER* has taken on the Who's Who project. Ben's interest in the Marauder "began with my 3 + year investigation into my late uncle's death on the second Ijmuiden mission (Ellis John Resweber was flying co-pilot to Lt. Col. R. M. "Moose" Stillman on that fateful day, having been moved over into co-pilot David Wallace's position, when Stillman wanted to lead the mission himself)"

And there are others.

Adjustment Required

The initial interest that Second Generation Marauder Men have is in the Marauder experience of a single individual, generally a parent or relative. For some it is from hearing their father reminisce with others. J. Parke Keith, who has agreed to act as legal advisor for the MHS, has told how, on many occasions when a WWII friend visited his father, he would sneak partway down the stairs so that he could eavesdrop on their stories.

For others, it has been a research into the combat demise of a loved one. Patti Hall has spent years researching the last mission of an uncle in the Pacific, even going to the presumed site of his ditching in hopes of recovering the airplane.

For all of these, the focus is, at least initially, the experience of one individual. To be of maximum value to our efforts the initial chore of these Second Generation (and actually many veterans) must be to learn more about the whole story - SINCE THE WHOLE STORY IS GREATER, MUCH GREATER THAN ANY OF THE PARTS.

In This Thunder
An amazing discovery about the CAROLYN!
see page 103
and
the CENTERFOLD

Lester Polakov a 320th Bombardier and an artist. Lester has written a book and from what we glean from it he must have been - probably still is - a very colorful character. Can any of you who know him tell us?

We think you'll enjoy an excerpt from his book on page 110

Don't we all wish that we looked as good as Lester?

A copy of that "for sale" Marauder below was also sent to us last December by Bob Estrin. He says that he got it out of the December "Smithsonian!"

We suppose that it really doesn't make much difference where the picture came from since the plane is no longer available - Do you think someone bought it?

The

MARAUDER THUNDER

B-26 MARAUDER HISTORICAL SOCIETY

P.O. Box 1786
Rockville, Maryland 20849-1786

ADDRESS CORRECTION REQUESTED

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Charles Slovachek
N90 W17124 Highland Court
Menomonee Falls, WI 53051 414-241-6106

344th BG; **August 28th, 1996**: Albuquerque, NM
Lambert Austin
5747 Darnell St.,
Houston, TX 77096 713-774-3030

391st BG: **Sept. 4, 1996**; Savannah, GA
Robert V. Cox
5540 Sylmar Ave., #1
Van Nuys, CA 91401-5134 919-781-3390

39 Sqd; **Sept. 13, 1996**; Stratford-on-Avon, Eng.
F. C. Swan
26 Ridings Mead Chippenham
Wiltshire SN15 1PQ, ENGLAND

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4650 Mooresville Road
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Austin, TX 78737 512-288-3124

387th BG; **Sept. 18, 1996**; New Orleans, LA
Robert J. Destiche
604 Ontario St.
Shreveport, LA 71106-1628 318-869-0767

454th BS; **Sept 18, 1996**; Omaha, NE
Joseph R. Havrilla
1208 Margaret Street
Munhall, PA 15120-2048 412-461-6373

455th BS; **Sept 18, 1996**; Concord, CA
Richard A. Botsford
3209 Hudson Avenue
Walnut Creek, CA 94596

109

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PO Box 525
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WAMM Chapter, Marauder Historical Society
Bob Herndon 703-237-9733
Bob Paukert 703-968-3675

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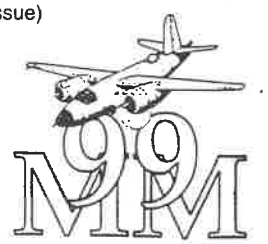
(More information in future issues. Also see page 109 of this issue)



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Nevin Price;
14211 Chesterfield Road;
Rockville, Maryland 20853-2053

Pic of this 'flyable' B-26 was sent in by Charles A "Sunny" Perkes. From December 1995 Scientific American

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PO Box 555
Arlington, VA 22216-0555

Make check to: MHS Video
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110

I Want Seven Copies!!

As the audience was leaving the V-50 Event showing of the *MARAUDER STORY* this past June at the University of Akron Gardner Auditorium, one Marauder mother said, "I want seven copies of this - one for each of my children and grandchildren!"

You Asked for it!

Persuaded by this statement, the MHS determined that this multi-media performance should be made available to one and all. Serious consideration has been given to producing it commercially and offering it to the general market. Prior to this full blown effort, we now offer a video copy of the full and entire program as actually shown to a spell bound audience of 400.

Marauder Story Available!

Here are the particulars:

1st copy (3 cassettes - total time 335 minutes) $39.95 + $2.50 P & H

Each additional copy (for your family) $29.95 + $2.50 P & H

NOTE: Each copy will be personalized. Personalizing includes the following:

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by Harold Luntey

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CURRENT INFORMATION FOLLOWS:

1. **The 1996 B-26MHS Board of Director's Roster.**
2. **1996 BROCHURE ON THE B-26MHS/Archive at Akron University.**
3. **The MARAUDER THUNDER, newsletter of June 1996, front and back page.**

B-26 Marauder Historical Society Board of Directors Nov 1995

President	Robert L. Harwell 2902 Highway 14 West Autagaville, AL 36003	344BG/497Sq ETO Wife: Helen	205 361 1574
Director VP	Charles W. Huntsberger 1613 Woodside Dr., Lebarron, TN 37087	39st B Gp wife (Ardyth)	615 444 584
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	Austin, TX 78747		
Director-Finance	Nicholas G. Chacos 7917 Maryknoll Ave. Bethesda, MD 20817	397BG/599Sq ETO Wife:Theresa	301 229 0781 FAX 301 907 8242
Director	Ernest Port 3076 E. Edgerton Rd., Cuyahoga Falls, OH 44224		
Director	George W. Norris 25 Sugar Mills Cir Fairport, NY 14450	387GP/559Sq ETO	716 223 8376
Director-Director of B-26 MHS & University of Akron	Dr Stanley W Akers Akron, Ohio 44326. Home 1357 Jefferson Ave., Akron, OH 44313	Office Wife: Sarah	330-972-7836 FAX 330-972-6383 330-864-7137
Director-Public Relations	Jack K. Havener 9317 Garden Woods Dr. Cordova, TN 38018-4729	Wife: Doris	901 388 6931 FAX 901 759 0066

Director	Richard Denison 6242 Oakridge Way Sacramento, CA 95831-1830	Wife (Betty)	916 424 3291
Director	James P. Simpson 619 8th Ave PO Box 249 Texas City, TX 77549-0249	Wife: Connie	Office 409 945 7423 FAX 409 945 7343
Director	Guy Ziegler, 2039 E, Solano Dr., Phoenix, AZ 85016		602 956 4316
Director	Robert Magruder 2615 Steeplechase Dr., Reston, VA 22091		703 715 9517
Director	Frank Coffey 2127 Brentwood Dr., Palm Springs CA 92264	319th Bomb Gp wife: (Florence)	619 328 0925 FAX 619 328 4877

Staff Work Force

Video Chairman/ Editor, Marauder	Richard P. Ellinger 3245 Arcadia Pl. NW Washington, DC 20015	397BG/599Sq ETO Wife:Jenny	202 966 4385 FAX 301 460 2075
Computer Project	Nevin F. Price P.O. Box 1786 Rockville, MD 20849-1786	397BG/599Sq ETO Wife: Jean	301 460 4488 FAX 301 460 2075
Historian	Harry Dahlheimer 29 William St. Cortland, Ny 13045.		607 753 0226

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14211 Chesterfield Road;
Rockville, Maryland 20853-2053

Pic of this 'flyable' B-26 was sent in by Charles A "Sunny" Perkes. From December 1995 Scientific American

The
Marauder Thunder
Vol. 3, No. 5 Dedicated to Communicating with Marauder Men June 1996

Second Generation Surfacing!

Two recent letters from second generation Marauder Men indicate that there is a genuine interest amongst non-WWII veterans in pursuing our determination to preserve the history of the Marauder and the men and women who were associated with it.

Help Offered

More important than their interest is the sincere offer to "help" that was included in these letters

One from J. Mark Swann says, "I would like to take this opportunity to offer my services to the Society in any way possible. I can provide a warm body a fairly sharp mind along with the interest and ability to keep the Thunder and what it represents alive and informing."

One from Brian Biggs says, "I do not know if I have any useful skills or talents that could be put to use... I have some time, enthusiasm, and some skills with IBM compatible word processing, spread sheet and data base software. I could perhaps help with data entry, letter writing or assisting in information organization."

We Can Use Help!

Brian Biggs has been invited to join the WAMM (Washington Area Marauder Men) to help with the planning for the MM-99 Event; Mark Swann has been referred to Ben Pressburg for possible assistance in the Marauder Who's Who. If these are not the proper areas of assistance for these men, an appropriate niche can certainly be found.

Others Are Helping

These two are not the first to offer help. Bob Magruder, son of Peyton, is younger than the Marauder itself so obviously qualifies as a "Second Generation Marauder Man." He is an active member of the MHS Board and very involved in planning for the MM-99 Event. Bob's initial interest in the Marauder was an obvious pride in his father who designed our revolutionary airplane.

Ben Pressburg, as was announced in the last issue of the *THUNDER* has taken on the Who's Who project. Ben's interest in the Marauder "began with my 3 + year investigation into my late uncle's death on the second Ijmuiden mission (Ellis John Resweber was flying co-pilot to Lt. Col. R. M. "Moose" Stillman on that fateful day, having been moved over into co-pilot David Wallace's position, when Stillman wanted to lead the mission himself)"

And there are others.

Adjustment Required

The initial interest that Second Generation Marauder Men have is in the Marauder experience of a single individual, generally a parent or relative. For some it is from hearing their father reminisce with others. J. Parke Keith, who has agreed to act as legal advisor for the MHS, has told how, on many occasions when a WWII friend visited his father, he would sneak partway down the stairs so that he could eavesdrop on their stories.

For others, it has been a research into the combat demise of a loved one. Patti Hall has spent years researching the last mission of an uncle in the Pacific, even going to the presumed site of his ditching in hopes of recovering the airplane.

For all of these, the focus is, at least initially, the experience of one individual. To be of maximum value to our efforts the initial chore of these Second Generation (and actually many veterans) must be to learn more about the whole story - SINCE THE WHOLE STORY IS GREATER, MUCH GREATER THAN ANY OF THE PARTS.

In This Thunder

An amazing discovery about the CAROLYN!

see page 103

and

the CENTERFOLD

The story of the Martin B-26 Marauder is most extraordinary. When it was introduced in 1940 and pushed into production straight from the drawing board, it was the most advanced medium bomber in the world. But its operation required skilled handling by experienced and confident personnel - which, in the turmoil of World War II mobilization, was not always there. Mechanical problems added to the equation and, initially, the combined factors led to a disturbing accident rate.

Soon the Marauder obtained a reputation that it was too dangerous to fly and it accrued nicknames such as The Flying Coffin, The Flying Prostitute, The Widow Maker, The Baltimore Whore, and more. And then came a Senate "Truman Committee" that concluded that the aircraft should be trashed. In the meantime, the Marauder was in combat in the Battle of Midway and beyond and was performing with excellence.

Rushed to Australia and other Pacific points, the Marauder assisted in stopping the advance of the Japanese. In the Aleutians, operating in the worst of weather and out of the poorest of facilities, it again performed outstandingly. Then it was thrown into the North African campaign where there, and following in France and beyond in USAF, RAF, and SAAF units, it accumulated a distinctive record. In England, eight Groups of Marauders would become the major element of the IX Bomber Command. There, initially made a part of the Eighth Air Force and against much advice to the contrary, they were ordered to attack at low-level and without fighter escort. On the second such raid, none of the attacking Marauders returned. Thereafter, B-26s were employed at medium level although in later phases of the war these units went into the attack "on the deck."

Eventually, a number of Marauders were used to equip units of the Free French Air Force (FFAF).

Throughout the war, many attempts were made to cancel the Marauder production and otherwise to get rid of the B-26s. But all such efforts failed. Then, when the war came to an end, the bulk of the surviving B-26s were summarily destroyed. That event, coupled with a wartime media restriction that often covered the Marauder operations in the sense that "they also flew," left many to conclude that the history of the Marauder was not worth preserving and telling.

WE INTEND TO PROVE THEM WRONG!

Purposes of the B-26 MHS

To ensure that the Martin B-26 Marauder receives its rightful recognition as the premier medium bomber of World War II, and therefore its proper place in the history of the War.

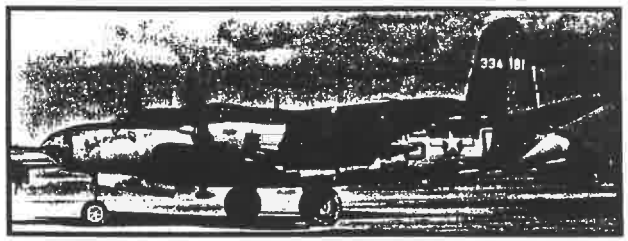
Establish an Archive at the U. of Akron, to collect, hold and preserve the audio, written and photographic records and memorabilia of the whole Marauder community.

Establish The International Marauder Endowment (T.I.M.E.) in order to fund the Archive and its activities in perpetuity.

Maximize membership in the Society throughout the Marauder community, and to promote continuing fellowship among all surviving Marauder men and women, their families and descendants.

Represent all Marauder Men and Women, their units and associations equally, in the crusade to right the misrepresentations that exist regarding them and their beloved and revered aircraft.

Optimi Optimorum!



The University of Akron Archives

The University of Akron is a large, state-assisted university located in northeast Ohio. Founded in 1870, it offers a wide range of academic programs ranging from Associate Degrees to Doctoral and Professional Degrees.

University Archives are part of the University Libraries, and a guiding principle is that all parts of the collection work together to assist the University in achieving its mission of teaching, research, and public service.

Located in new facilities, University Archives houses a wide range of collections. In addition to the International Archive of the B-26 Marauder Historical Society, there are many other major collections.

An Archive can only be as good as the materials it holds. The purpose of an archive is to hold, index, store and protect, and make its collection available to scholars and others.

Donors are the essential element in any Archive, and the potential donors to this collection include every person or organization in any way associated with the Marauder.

History is made up of the activities and contributions of everyone. In the case of the Marauder, it embraces such diverse groups as Martin Company managers and workers, subcontractors, training personnel, maintenance crews, ferry crews, operational personnel, cooks and bakers, guards, administrative and medical personnel, air crews, commanders, and many others. It also includes the families of such persons as "they also served."

The Archive is especially interested in acquiring materials that tell of the human side of World War II. Items such as diaries, letters, personal accounts, photographs, military orders, manuals, maps, souvenirs and anything else relating to the conduct of World War II will add a new dimension to future study of World War II and the times in which it was fought.

Nothing is without value, and everything will add to future understanding.

SPECIAL CONSIDERATIONS

Here are some things to think about:

▶ The Marauder archive at The University of Akron is not a museum; however, it will retain and display smaller memorabilia that lends an historical dimension to the archive. For other historical things, we have as a secondary archival and museum point the San Diego Aerospace Museum. And we have affiliation with a host of other high class facilities in the United States and overseas. To a bottom line, we can perceive of nothing that our system cannot handle and do it professionally - The University of Akron is the management point of all this.

▶ In special circumstances, a donor may restrict the use of an item deposited in the archive system. In unique cases, the donor may request that the deposited material be closed (not made accessible to researchers) for a specified period of time. All such arrangements must be coordinated with the Director of the archive.

▶ Donations of archival materials to the archive may be tax-deductible in accordance with IRS guidelines. The B-26 Marauder Historical Society and its archive (The International Archive of the Martin B-26 Marauder) are 501(c)(3) activities. Neither the Historical Society nor the archive, however can make appraisals of archival materials donated because of their role as a receiving depository and interested party. Any value assessment of such materials should be made by the donor or qualified third parties in accordance with IRS guidelines.

▶ Donations to The International Marauder Endowment (T.I.M.E.) - a funding support for the archive - are tax deductible in accordance with 501(c)(3) and related IRS guidelines. AND LET US REMIND YOU THAT NOTHING IN THIS WORLD COMES FREE - WE DO NEED YOUR FINANCIAL SUPPORT! Contributions to this endowment should be addressed to:

T.I.M.E.
The University of Akron
Department of Development
Akron, OH 44325-7238

▶ In accordance with standard archive and tax practices, acceptance certifications and other support documentation will be provided as necessary.

Kindly send your archive materials to:

Director, International Archive of the
Martin B-26 Marauder
The University of Akron
Akron, OH 44325-1707

MEMBERSHIP APPLICATION or RENEWAL

YES, I want to support the **B-26 MARAUDER HISTORICAL SOCIETY** in achieving its goal of preserving and projecting the history of the men and women who built, maintained, supported and flew this famous aircraft, and all those who devoted themselves to the training of its ground and air crews.

Nat'l Sponsor [ ] $1000 | Life [ ] $200 | Sustaining [ ] $100 | Supporting [ ] $50 | Contributing [ ] $30 | Annual [ ] $25

Name _____ Tel _____

Your B-26 connection (Gp, Sq, ORG, other) _____

Address _____

_____ Zip _____

If applicable. Applicant is (Son, Daughter, friend) of: _____

Please make checks payable to: B-26 MHS
The B-26 MHS qualifies as a 501(c)(3) tax exempt, not-for-profit organization
All donations are tax-deductible to the extent IRS Guidelines permit.
Form 08 DT 4/95

Mail to: Nicholas G. Chacos
7917 Maryknoll Ave.
Bethesda, MD 20817

The Martin B-26 Marauder

An Outstanding History

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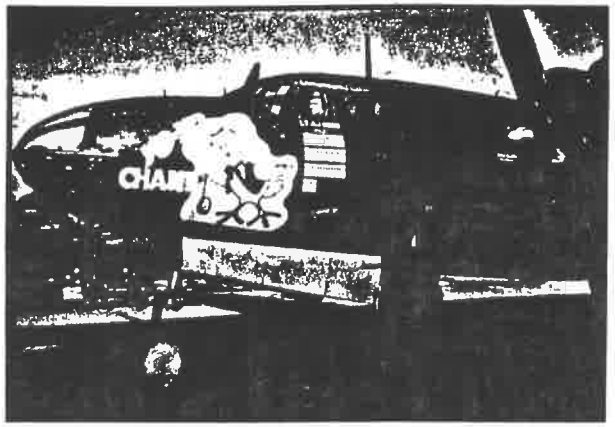

THE INTERNATIONAL ARCHIVE OF
THE B-26 MARAUDER
HISTORICAL SOCIETY

1996

The University of Akron

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CURRENT INFORMATION FOLLOWS:

1. **The 1996 B-26MHS Board of Director's Roster.**
2. **1996 BROCHURE ON THE B-26MHS/Archive at Akron University.**
3. **The MARAUDER THUNDER, newsletter of June 1996, front and back page.**

B-26 Marauder Historical Society
Board of Directors
Nov 1995

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Director-Director of B-26 MHS & University of Akron	Dr Stanley W Akers Akron, Ohio 44326. Home 1357 Jefferson Ave., Akron, OH 44313	Office Wife: Sarah	330-972-7836 FAX 330-972-6383 330-864-7137
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